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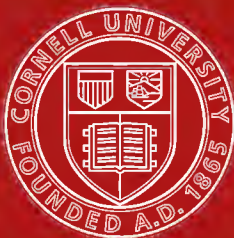
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The tragedy of the Lusitania ; embracing



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THE TRAGEDY OF THE LUSITANIA

A VIVID AND GRAPHIC DESCRIPTION OF THE TORPEDOING OF THE LUSITANIA, THE "QUEEN OF THE SEAS," AND THE HEARTRENDING ACCOUNT OF THE PANIC-STRICKEN MEN, WOMEN AND CHILDREN, WHO WERE SEPARATED FROM THEIR LOVED ONES TO FACE DEATH, AND WERE HURLED INTO ETERNITY WITHOUT WARNING.

EMBRACING

Authentic Stories by the Survivors and Eyewitnesses of the Disaster

INCLUDING

Atrocities on Land and Sea, in the Air, Etc.

By **CAPTAIN FREDERICK D. ELLIS**

ILLUSTRATED WITH PHOTOGRAPHIC PICTURES AND PENCIL DRAWINGS



ENTERED ACCORDING TO ACT OF CONG-
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PREFACE.

TO ALL human beings of normal mentality it must have seemed that the destruction of the *Lusitania* marked the apex of horror. There is, indeed nothing in modern history—nothing, at least, since the Black Hole of Calcutta, and some of the indescribable atrocities of Kurdish fanatics—to supply the mind with a vantage ground from which to measure the causeless and profitless savagery of this black deed of murder.

It is to be conceded that during war stern measures are justified against an enemy's forces; that this ship, carrying contraband, was subject to capture, and, in certain contingencies, to destruction.

Yet the facts remain untouched in all their diabolical barbarity—that an unarmed vessel laden with nearly 2,000 non-combatants was attacked without an instant's warning; that not even a minute's grace was allowed for the removal of the passengers or crew; that the murderous thrust was given with full knowledge that it meant the slaughter of hundreds of women and children, and that this butchery was the deliberately planned act of a government which but recently was accepted as an exemplar of national sanity and humane civilization.

The world was soon to learn, however, that the premeditated act did not sound the depths of soulless ferocity of which the dehumanized mind of man is capable. There has been manifested something more revolting than the sickening murder of 1,150 helpless men and women and children, and that is the frightful chorus of jubilation which burst from German throats to greet the news of massacre.

The newspapers of the empire "hail the act as a new triumph for Germany's naval policy." The announcement was received "with enthusiasm." "The news," says the Cologne Gazette, "will be welcomed by the German people with unanimous satisfaction."

A German-American editor printed the list of dead—including women and babes by the score from the country of his adoption—and accompanied it with the declaration that the wholesale slaughter was "justifiable." Another commented upon the grisly list by boasting that it shows "Germany is not bluffing; she means business." A German military attache said the "crime" of carrying passengers on the ship was justly punished. A German-American leader flings in the faces of grieving men and motherless children the sneer that "nothing is to be gained by Americans shooting off their mouths; war is war."

It is such demonstrations as these that reveal the real horror of the thing that humanity faces—a passion so perverted that even the blood of children will not sate it, nor still the fury of its exultation.

To realize the unique infamy of the act, one must try to imagine its being perpetrated by any other nation existing in this age. Let the most daring poet of hate in the German empire attempt to picture a German passenger vessel torpedoed by a British or French or Russian or Japanese submarine, and its defenseless occupants flung in dreadful heaps into the sea—he could not pen the words to describe a scene so unthinkable. And he would know in his heart that, if, by some incredible madness, men of those nations were to commit such a monstrous crime, they would be hanged by their own governments for the miscreants they were.

But the Germans proudest boast is that their deed was

unique—a supreme demonstration of naval efficiency and individual daring. Far from deploring it, they glory in it, and declare that it marks but the beginning of “frightfulness.”

Germany had the audacity to proclaim that the wholesale murder of Americans was not a crime because “warning” was given through an insolent advertisement of the embassy. This warning was an aggravation, not a palliation, of the offense, since it showed foreknowledge and premeditation of the act. But for adequate comment upon this infamous plea turn to the New York Evening Post, which says:

“There is, indeed, puerile talk of ‘warning’ having been given on the day the *Lusitania* sailed. But so does the Black Hand send its warnings. So does Jack the Ripper write his defiant letters to the police. Nothing of this prevents us from regarding such miscreants as wild beasts, against whom society has to defend itself at all hazards.”

Why, then, has Germany resorted to a policy of insensate butchery? The answer is plain. In the ordinary methods of warfare she is beaten, and knows it. Those of her warships that were at sea when the war began have been destroyed, while the bulk of her fleet she keeps in safe seclusion. The invincibility of her armies has been proved a myth, for, while they have won against Russia, they have suffered defeats again and again from Belgian, French and British troops, and are no nearer Paris or Calais than they were in the beginning.

Politics demands, therefore, some proof of military supremacy; and it is the governmental idea that that can be supplied by indiscriminate shedding of blood, even though it be of women and children. Nothing can be clearer than that the sinking of the *Lusitania* was the act of men infuriated by despair.

Next to the naked horror of the deed, its most striking phase is its psychological testimony regarding the German mind. Months ago, leading newspapers discussed the probable effect of the teachings that for the last half century have been instilled into the German people, and gave warning that the poisonous philosophy must eventually produce wholesale savagery.

Now, it is possible to survey in retrospect the steps in the reversion. The government which violated Belgium could not consistently stay its hand from the destruction of Louvain, Malines and Aerschot. Extorting huge levies from helpless cities was but a preliminary to the hurling of bombs upon the sleeping homes of Antwerp, and the defenseless watering places of England. ,

The use of machines to pour deadly gases into the trenches of an enemy, dooming men to a death of torture, or a life of invalidism, smote the world with horror; but the adoption of a device had been preceded by the spraying of opponents with streams of burning oil. Truly, the real "warning" of systematic murder by submarine attacks on passenger ships was not given by advertisement, but by the grisly record of the German strategists in Belgium and France.

But there is an incident more eloquent of psychological perversion than any of these. There were towns in Germany where the Lusitania massacre was celebrated with public rejoicing, and where the very school children received a holiday in order that they might lisp their innocent exultation over the drowning of mothers and babes, hailed throughout the empire as a "lesson" to the enemy and to neutrals alike.

Yet the most convincing evidence of distorted judgment is found in the German belief that the sinking of the Lusitania embodied a military victory. The advantage won consisted solely

in the destruction of a ship and cargo valued at some millions of dollars; but no military purpose whatever was served.

The act did not shorten the war by a single hour; it did not weaken to the extent of a man or a gun, the relentless forces that mock at the fury of a maddened militarism; though a score of Lusitanias and their human freight were to be treacherously destroyed, it could not affect the ultimate outcome of the conflict.

The outstanding result was simply to load upon Germany a burden of infamy, to wring from neutral nations around the globe one universal cry of execration which is a sentence of outlawry.

She boasted that she had taught England and America and all other nations a "lesson." Truly, she did. She taught the world that a nation drugged with the spirit of militarism is a menace not alone to its neighbors, but to all humanity, and that until that mad delusion is swept away there will be no peace or security on this earth.

Germany, by her acts, proclaimed herself a nation urged by blind savagery. She put herself beyond the pale of civilization. And the most dreadful prospect to contemplate is that even war may not expiate her blood-guiltiness, but that for a generation the races of men will shrink from her name as at the cry "Unclean!"

No discussion can add to or detract from the dreadful record as it is written, but Americans owe it to themselves to study the new testimony of what the German attitude is toward this unforgivable act of calculated malignity.

In nowise as an excuse, but as an absolute justification, which is presumed to enfold the wholesale assassination with the mantle of virtue and tender mercy, German spokesmen de-

clare that the stealthy, instant destruction of the passenger-laden ship was an act of war, a legal and perfectly correct measure of reprisal, against which Americans not only have no right to complain, but which as humane persons they should applaud.

The reason most emphasized is that it was right to murder these hundreds of civilians because England has stopped food imports into Germany, and therefore is "starving" the people of that country.

No bloody-handed slayer ever offered a more bare-faced falsehood in extenuation of his crime. Not only is there no starvation in Germany, but there is no hunger, no lack of food whatever, nor any chance of there being any. The witnesses to this are the officials and newspapers of the country, and all travelers who have visited it since the war began; for their unanimous testimony is that there is no scarcity, and restaurant menus showing an increase of only 10 or 15 per cent. in prices are proudly exhibited as evidence of Germany's ability to sustain herself indefinitely.

It is averred, next, that the *Lusitania* was armed. This flagrant invention was put forth by the German government and repeated by every newspaper defending the attack. The answer is that the United States authorities in New York saw to it that the ship carried no guns, mounted or unmounted. The submarines that launched their torpedoes against her and drowned 1150 of her defenseless company sank a vessel that was no more armed than a river ferryboat.

Then there is the fact that the *Lusitania* carried contraband of war—some tons of copper and about 2000 cases of small arms ammunition. This, say the Germans, justified blowing the ship to pieces without giving the passengers the smallest chance to escape.

INTRODUCTION.

THE flash of lightning, the anger of the waves, the burst of the tornado, the swirling of the water spout, and the silent movement of the lurking iceberg, have for ages brought terror and destruction to men of the seas, and to those who have put their faith in the great hulks and vessels designed to carry human cargoes across the waters of the universe; but it has remained for a device of men to show the weakness of men-made things and precipitate another sea disaster approximated in its awfulness only by the destruction of the great transatlantic steamship, Titanic, on April 12, 1912, when 1600 souls out of 2300 on board the palace vessel went to death in the waters of the North Atlantic Ocean.

Shocking as was that terrible disaster to the entire world, it offers no parallel to the destruction of the beautiful Cunard Line Steamship Lusitania, which was ruthlessly plunged to the bottom of the Atlantic Ocean, off the coast of Ireland and within sight of Queenstown, on the afternoon of May 7, 1915, with 1917 men, women and children on board.

A man-made torpedo was the destroying agent. Whereas the broad bond of sympathy welded all human hearts in one great expression of grief and regret at the Titanic disaster, in the swift destruction of the Lusitania contradictory vibrations have been aroused in the breasts of men, which cannot be reconciled with the one great fact that innocent lives have been sacrificed to the insatiate Gods of War.

The lessons which the tragedy teaches are in the main as old as humanity itself. Above everything hovers the horror, the awfulness and the desolation, but out of the gloom there

seems to shine the one gloriously clear beacon of hope to humanity, that in the great future there will be no wars or rumors of wars, and that in the coming age such calamities will not be credited to the deliberate intent of man.

When the fateful hour arose and the Queen of the Seas went to her destruction in the broad light of a Spring day, the class lines which sometimes separate men disappeared on board the craft. All were human beings, victims of the same circumstances, for the War Gods are no respecters of persons. The grimy stoker and the millionaire occupied comparatively relative positions, and together they sacrificed their lives, as did the martyrs of old, that innocent women and children might be saved. Heroism is not a matter of nationality or of geographical location. The conduct of those strong men of many nations in the face of death is but an added evidence that the human impulse is for justice and protection to the weak, and that wanton destruction shall not be permitted.

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ESSENCE OF PRESIDENT WILSON'S NOTE INSISTING ON U. S. RIGHTS.

The sinking of the British passenger steamship Falaba and other German acts constitute a series of events which the Government of the United States has observed with growing concern, distress and amazement.

*This Government * * * cannot admit the adoption of such measures or such a warning of danger (war zone) as in any degree an abbreviation of the rights of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It must hold the Imperial German Government to a strict accountability for any infringement of those rights, intentional or incidental.*

*The objection to their present method of attack * * * lies in the practical impossibility of employing submarines in the destruction of commerce without disregarding those rules of fairness, reason, justice and humanity which all modern opinions regard as imperative.*

American citizens act within their indisputable rights in taking their ships and in traveling wherever their legitimate business calls them upon the high seas.

No warning that an unlawful and inhumane act will be committed can possibly be accepted as an excuse or palliation for that act, or as an abatement of the responsibility for its commission.

It confidently expects, therefore, that the Imperial German Government will disavow the acts of which the Government of the United States complains; that they will make reparation so far as reparation is possible for injuries which are without measure, and that they will take immediate steps to prevent the recurrence of anything so obviously subversive of the principles of warfare.

The Government and the people of the United States look to the Imperial German Government for just, prompt and enlightened action in this vital matter with the greater confidence because the United States and Germany are bound together not only by special ties of friendship, but also by the explicit stipulations of the treaty of 1828 between the United States and the Kingdom of Prussia.

The Imperial German Government will not expect the Government of the United States to omit any word or any act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens and of safeguarding their free exercise and enjoyment.

TEXT OF VERDICT BRANDING KAISER AS GUILTY OF "WHOLESALE MURDER."

KINSALE, IRELAND, May 10.

The Coroner's jury which investigated deaths resulting from the torpedoing of the Lusitania to-day returned the following verdict:

"WE FIND that the deceased met death from prolonged immersion and exhaustion in the sea eight miles south-southwest of Old Head of Kinsale, Friday, May 7, 1915, owing to the sinking of the Lusitania by torpedoes fired by a German submarine.

"We find that this appalling crime was committed contrary to international law and the conventions of all civilized nations.

"We also charge the officers of said submarine and the Emperor and Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world.

"We desire to express sincere condolences and sympathy with the relatives of the deceased, the Cunard Company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."



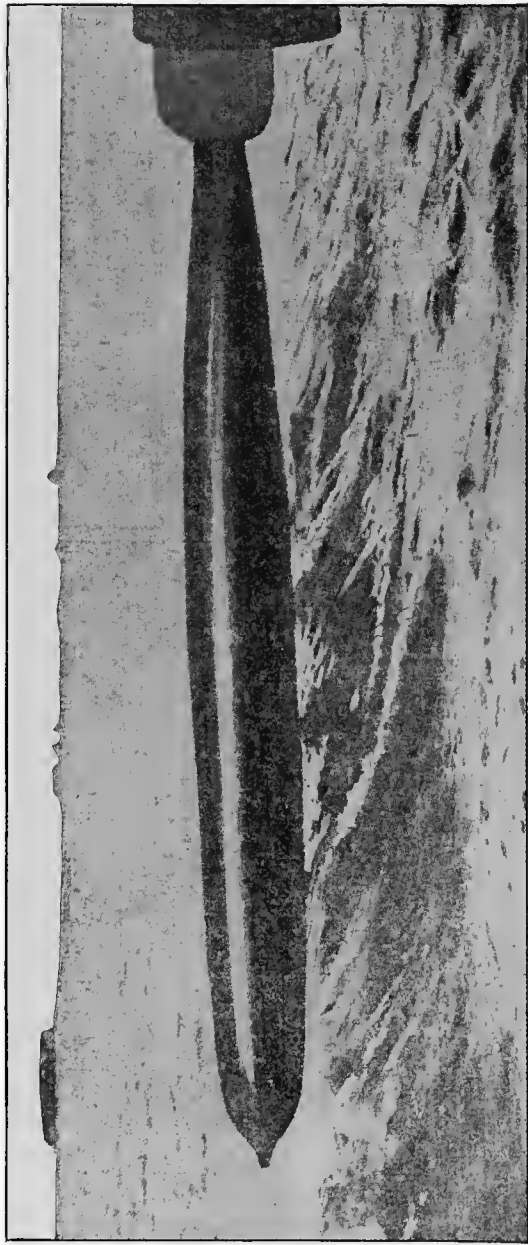
From Philadelphia North American

"UNCLEAN"



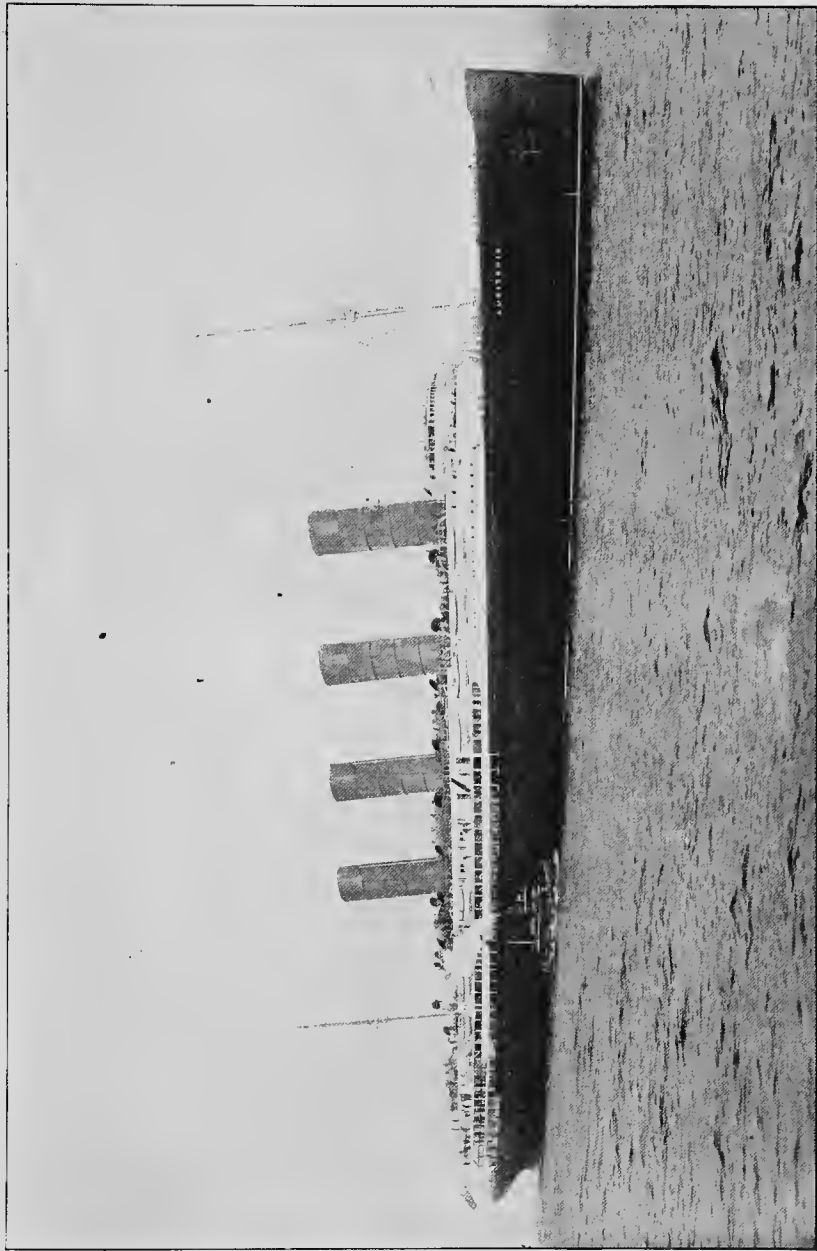
MRS. PAUL CROMPTON AND SIX CHILDREN

Mrs. Crompton is in the centre holding the baby. Surrounding her, left to right, are Alberta, Romelly, Stephen, Catherine and John. Lost when the Lusitania sunk.



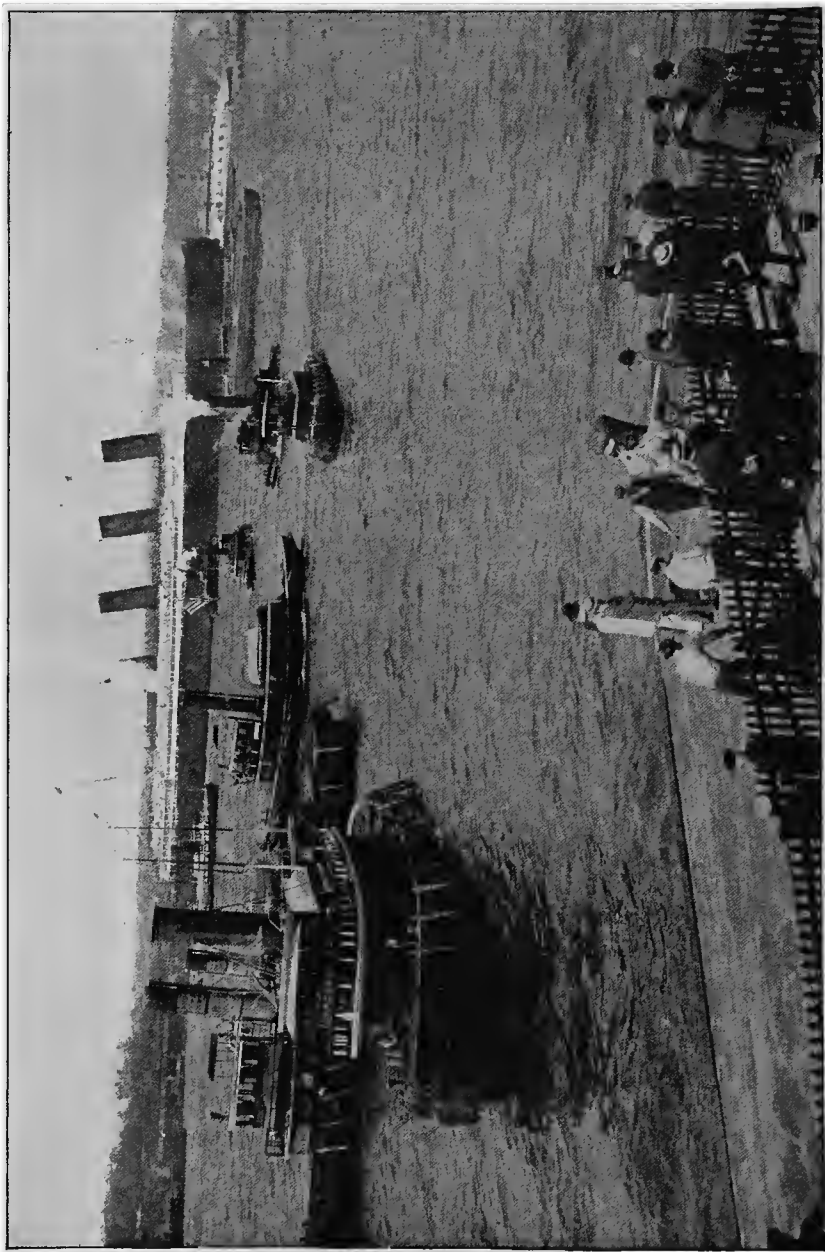
ONE OF THE DEATH-DEALING INSTRUMENTS THAT CARRIED THE PROUD LINER TO DESTRUCTION

Torpedoes are of various sizes, according to requirements. The torpedo is fired by being brought into hugging contact with the enemy's ship, when one or other of two projecting levers act upon an exploding bolt causing the ignition of the charge.



THE LUSITANIA—"THE QUEEN OF THE SEAS"

Destroyed by a submarine torpedo; May 7th, 1915



THE TORPEDOED LINER LUSTANIA

The liner is shown in New York harbor leaving the dock on her last voyage



KINSALE HARBOR ON THE SOUTH COAST OF IRELAND

Where many Lusitania survivors were landed



IN MEMORIAM—OUR COUNTRY IN SORROW



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PRESIDENT WILSON



International News Service

CHARLES KLEIN

One of America's most noted playwrights, who met death on the Lusitania



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ELBERT HUBBARD
His latest photograph



International News Service

JUSTIN MILES FORMAN

Noted author and playwright. A victim of the disaster



CHARLES FROHMAN

Mr. Frohman played a most important part in the advancement of theatricals in this country by producing some of the best plays and most artistic players.



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ALFRED GWYNNE VANDERBILT, JR.

Heir to the great fortune left by his father, who went down with the Lusitania



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ALFRED GWYNNE VANDERBILT

Heir to one of America's greatest fortunes. When last seen was giving his life belt to a woman passenger on board the Lusitania.



Fireplace Smoking Room
COMFORT AND EASE ON THE LUSITANIA



Cosy Corner Lounge
COMFORT AND EASE ON THE LUSITANIA

—Photographic scenes of the luxurious fittings

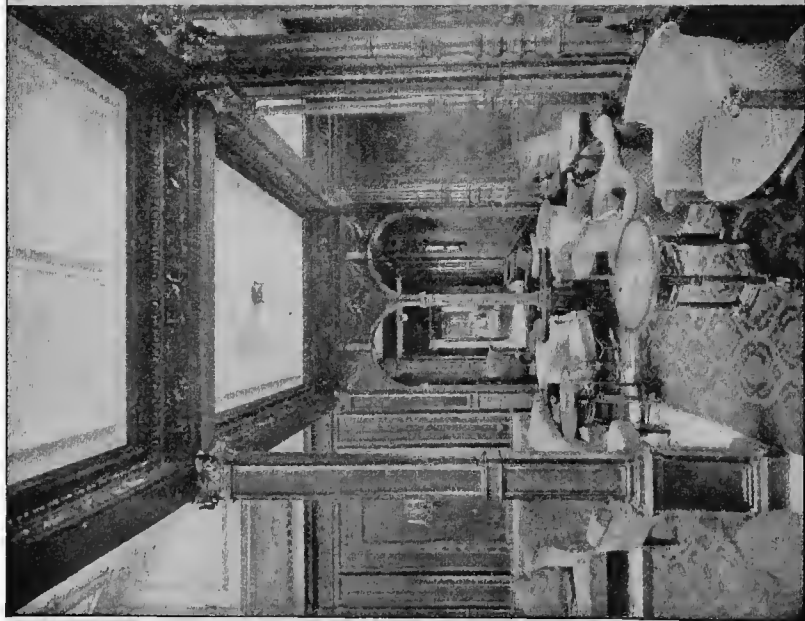


"A" Deck

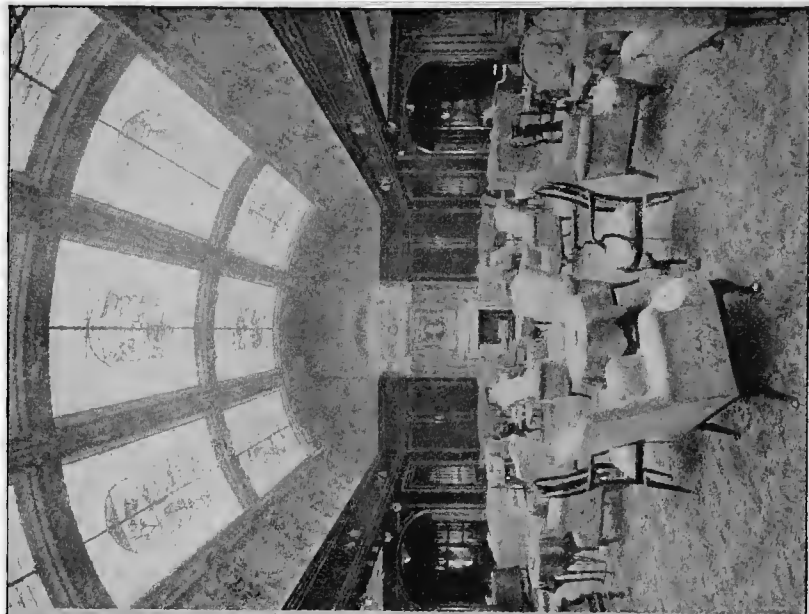


"A" Deck Cabin

VIEWS ON THE LUSITANIA, ONE OF THE MOST LUXURIOUS STEAMERS IN THE TRANS-ATLANTIC SERVICE



Smoking Room



Lounge Room

FIRST CLASS QUARTERS ON THE LUSITANIA

CHAPTER I.

A STEALTHY ASSASSIN.

FRIDAY, MAY 7, 1915, MARKS THE CLIMAX OF SAVAGERY IN WARFARE—THE SEA'S GREATEST VESSEL A VICTIM—A CRIME AGAINST HUMANITY.

LIKE an assassin in the night who steals silently upon his unsuspecting victim and plunges a knife into his vitals, a great submarine torpedo sped unheralded through the waters of the Atlantic Ocean just off the fair coast of Ireland, on the afternoon of Friday, May 7, 1915, and plunging into the vitals of the proudest ship in all the world, brought death or woe or desolation to 1917 helpless men, women and children, out of which number actually 1150 were lost to the world.

The proud Cunard Line Steamship *Lusitania*, breasting the ocean waves almost within sight of Queenstown and the historic City of Cork, received the cowardly blow directed by German fighting men lurking in the bottom of the sea, and quivering from the thrust turned upon her side and plunged into the depths of the water.

Men, women and children have died before in terrible sea catastrophies and the world has been shocked by the calamities which befell staunch craft on the ocean wave, but history offers no parallel for the wanton destruction of the fair *Lusitania*, Queen of the Seas, that the anger of a nation might be appeased, regardless of the fact that helpless men of every rank and station, beautiful women and comely girls, sturdy boys and dainty girls, and innocent babes in arms, must end their lives in the waters of the deep.

Never has the single act of one nation against the property

of another aroused such a universal storm of protest as that of the Germans in destroying the *Lusitania*, not because the emissaries of Emperor William sent to the bottom of the sea a vessel that cost more than ten millions of dollars and carried several millions of dollars' worth of merchandise, nor yet because the wonderful boat was laden with humanity, but because in the attack on the "Queen of the Seas" Germany assumed a barbaric attitude not countenanced by civilized nations, in failing to save or provide means of escape for innocent women and children and non-combatants.

NOT A BATTLE, IT WAS A MASSACRE.

The judgment of the world left no room for doubt as to the culpability of Germany. Without vindictiveness, conservative leaders in civilized centres rebuked the fighting Teutons in burning words. In the terms of the *Boston Transcript*, "The torpedoing of the *Lusitania* was not battle—it was massacre. To destroy an enemy ship, an unarmed merchant vessel of great value and power, is an act of war; to sink her in such a manner as to send hundreds of passengers, among them many neutrals, to their deaths, is merely murder, and no technical military plea will avail to procure any other verdict at the bar of civilized public opinion.

"Had the German submarine allowed the *Lusitania*'s captain time enough to get his crew and passengers into the boats he would have been acting within the rules of international law, and under the dictates of that law of humanity which Germany has so frequently violated in the course of this contest which has added new terrors to law. In all the annals of modern war there is no other occurrence so closely answering the definition of atrocity on the sea."

Down the pages of time will echo the explosion of the tor-

pedo which sent to death 1150 souls on that bright May day and left its imprint upon the minds of 767 more fortunate beings who struggled or were borne to goals of safety from the doomed vessel by heroic men. And there was need for heroism.

The stately boat, carrying men and women whose names and works are known around the world, swept over a calm sea through the golden sun, skirting the rocky coast of Ireland just outside the famed St. George's Channel. A refreshing breeze was stirring and from the decks passengers viewed with delight that point on the picturesque Irish coast marked by Old Head of Kinsale, scarcely ten miles away. They were anticipating the completion of a pleasant voyage, happy in the thought that early warnings of danger from slinking under-water craft need no longer be a matter of grave concern.

DEATH DEALING TORPEDO.

The hour of two had struck and most of the first cabin passengers were just finishing luncheon. Suddenly at an estimated distance of about 1000 yards from the ship there shone against the bright sea the conning tower of a submarine torpedo boat. Almost immediately there appeared a churning streak in the water and the trail of a death dealing torpedo was marked. Passengers who saw the onrushing engine of destruction found no time for deep reflection. Instantly there was an explosion. Portions of the splintered hull of the steel vessel mounted upward over the waves to mark the stroke of the torpedo and fell again to mingle with still more debris sent aloft by the explosion of a second torpedo.

That flash of the submarine conning tower against the surface of the ocean and a glimpse of the torpedo as it shot through the ocean were the only notes of warning. There was no time for preparation, no craft at hand to render service to the inno-

cent and helpless. Barely fifteen minutes elapsed between the time the first torpedo penetrated the hull of the beautiful vessel and the sinking of the hull forever into the depths of the sea. The first deadly missile of destruction sent by the submarine had entered the engine room of the great boat and rendered her impotent, and while she quivered helpless the second torpedo pierced the hull forward, rending the massive steel structure and permitting an inflow of water which sucked the bow downward into the brine.

Recalling the heroism of those great men who stood aside on the ill-fated Titanic that innocent women and children might live, brave Americans whose individuality has stamped their names on every mind, calmly faced the waters and rendered assistance to women, children and aged men. Alfred Gwynne Vanderbilt, Charles Frohman—such are the men who forgot self and all the world might hold for them that others might live.

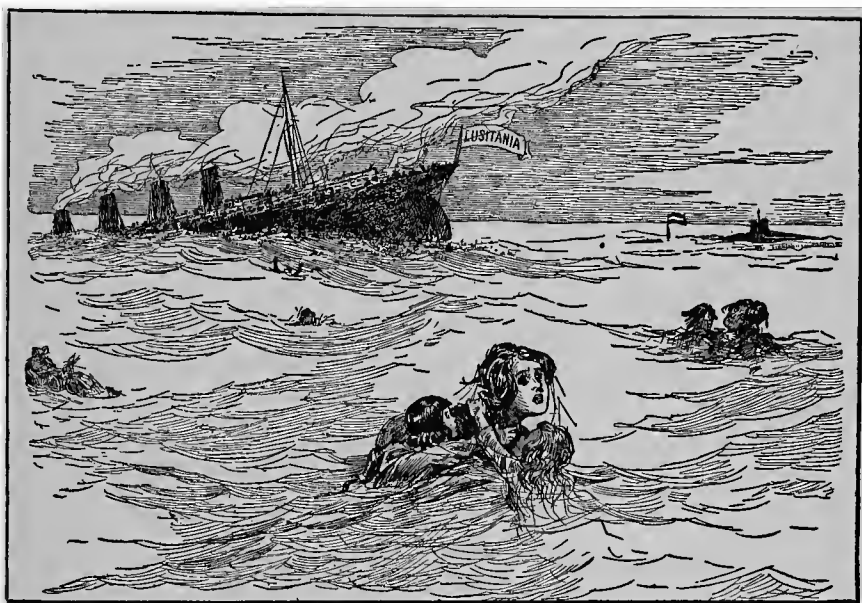
IMPOSSIBLE TO USE ALL THE LIFEBOATS.

Half a score of life boats were all that offered service to nearly two thousand souls on board the vessel. The listing of the boat to the starboard, which turned the decks into inclined planes down which the terrorized passengers slid to the water's edge, made impossible the use of more of the lifeboats and prevented the launching of all the deck rafts.

The rule of the sea says "Women and children first." And so the men of many nations without regard to caste or station, stood by and helped those whom the law says have a prior right into the available craft. Just how far the Lusitania struggled forward after being struck and precisely how many minutes she held her proud head above the water, are points upon which the harrowed passengers who survived the ordeal cannot agree. All know that but two of the life boats on the port side could be

launched. The first of these, filled with women and children, struck the water unevenly, and capsizing threw its 60 occupants into the sea. The Lusitania even then was making considerable headway and the women and little children were swept to death in spite of the attempt of two stokers to rescue them. These heroic men gave their lives in the effort.

After that several boats were launched successfully, but



SINKING OF THE LUSITANIA—WOMEN AND CHILDREN HAD NO CHANCE TO LIVE.

the steamer's list grew more perilous, the decks slanting to such an angle that it was imperative for all to cling to the starboard rail. Many, by this time, had donned lifebelts and jumped for it. Several lifeboats broke adrift unoccupied, and the sea became a froth of oars, chairs, debris and human bodies.

Women and children, under the protection of men, had clustered in lines on the port side, and as the ship made her plunge,

down a little by the head and heeling at an angle of nearly ninety degrees, this little army slid down toward the starboard side, dashing themselves against each other as they went until they were engulfed.

After the submarine fired the death-dealing torpedoes it dived out of sight. Like a coward it went off after accomplishing its work and made no attempt to save men, women or children, but let them drown like rats in a trap when the great ship sank like a stone.

FUMES OVERCAME PASSENGERS.

When the torpedoes hurled from the underwater craft entered the hull of the big Lusitania and exploded, they sent forth fumes which had the effect of causing some of the passengers to lose consciousness. The explosion drove many frantic. They rushed on deck to discover the reason for the explosion, only to find the vessel doomed. Panic prevailed and orders to launch the boats were being given. Some of the passengers, equipped with life belts, jumped into the sea and were rescued; others, though sustained by the belts, drifted until the vessel plunged beneath the waves and were drawn to death by the suction.

The gangways vomited white-faced passengers. Hatless they rushed on deck, terrified, uncertain. As rapidly as the women and children could be loaded into the boats, the small craft were dropped to the sea.

Through the confusion, Captain Turner gave orders calmly from the bridge. There was scant time in which to work. Stewards and stewardesses hurriedly went among the passengers, passing life belts among them. Some life rafts were heaved overboard. There were tearful scenes of parting as the women and children clambered into the boats, their husbands

and fathers helpless, grim-faced, appalled, perhaps, by the danger of which they were not yet fully aware; but for the greater part, playing the game with courage and heroism.

Many of those tossed into the water had no chance for life even though rescuing craft came within their reach. They had been torn or stunned by the explosion of the torpedo, scalded by escaping steam or cut and marred by flying debris. Shock also robbed many of life, and out of the hundreds rescued from the waters and hurried to the not far distant land, a great number perished from injuries sustained as a direct result of the explosion.

The liner's nose had turned toward the shore, ten miles away, and as she took more and more water, the boats on the port side fouled their davits.

PASSENGERS MAINTAINED COMPOSURE.

Even in the face of this condition the saloon passengers maintained their composure. They had been at luncheon when the first torpedo came, and when they reached the decks they found them strewn with coal, flung upward from the bunkers. They still believed that the steamer would keep afloat until all were taken off, and so stood back while others took advantage of the life saving facilities that remained.

There was little panic so far as could be seen; every one being too dazed to realize just what actually was happening. For a few minutes it was believed that the stories of the safety of the big liner would prove true, and that she would stay afloat, but the constantly increasing list showed that this hope was vain.

Many of the passengers ran here and there about the decks, although Captain Turner and his officers tried their best to pacify them. Most of the women, however, were hysterical

and some of them, with infants in their arms, caught at the fastenings of the boats and hampered the launching.

It was 2.12 o'clock, according to most authentic reports, when the first explosion was felt, and twenty-one short minutes after when the survivors saw the last of her—twenty-one minutes only in which to save the approximately 2,000 persons who were on board.

As the time of the liner became shorter the efforts of crew and passengers became more frantic. Heroic efforts were made to get as many as possible from the ship. Then the bow began to go downward. The boats that already were launched pushed out from the side of the huge vessel to avoid the suction when she should go down. The stern rose higher and higher until those left on deck began to slide down, unable longer to retain their footing.

BRAVERY OF HIGHBRED MEN.

There were many passengers from the first-class cabins on the deck when the boat went under. Actuated by a less acute fear or by a higher degree of bravery which the highbred man seems to feel in moments of danger, the men of wealth and position for the most part hung back while others rushed for the boats. The Admiralty's report that few of these men were saved is evidence of their behavior in that crucial moment.

At last the nose of the *Lusitania* was under. The stern rose higher like the flukes of a whale as it takes a dive. There was a downward rush, a swirl of water, and the *Lusitania* disappeared into the ocean depths.

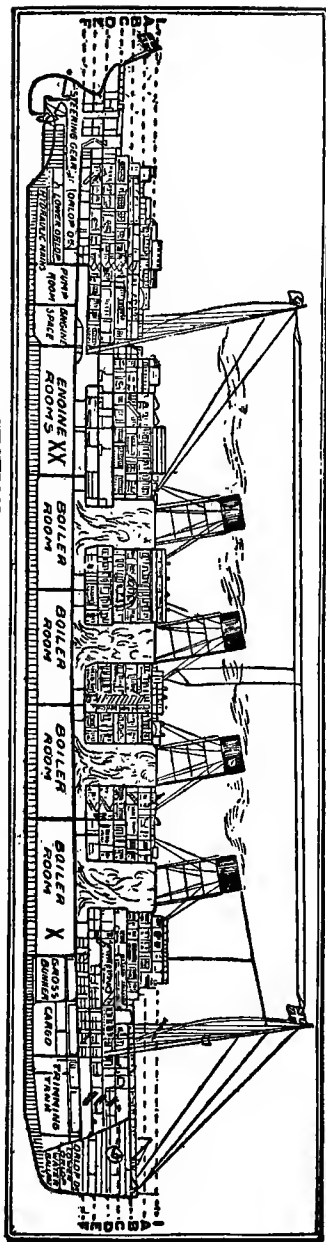
The shrieks of the people as they were drawn down by the whirlpool suction was appalling. Nearby boats had to pull away as hard as they could to escape being drawn under. The ship simply sank like a stone at the finish, her entire bottom being literally torn out by the various explosions.

The scene at the end was terrifying. Although many of the passengers had adjusted life belts they were drawn down to death by the terrible suction of so large a steamer.

Mothers with their babies clasped in their arms in death were found by the fishing fleet. They had been unable to get on board the boats in time and they drowned when drawn under the surface by the underdrag of the vessel.

Captain Turner remained on the bridge until the structure was submerged. He first used an oar as a boat, then a chair, to which he clung. Battling for life, the passengers called to relatives and friends or bade each other good-bye.

Survivors in the surrounding boats saw from the maelstrom which marked the spot where the giant liner had been, heads bobbing up in scores. Some of those who went down with the ship had life belts on, and these were taken into the already crowded boats. Others after filling their lungs with air, struck out strongly and swam to the boats, where eager hands dragged them in. Others—and these



numbered hundreds—struck out wildly in a vain endeavor to keep afloat, and finally disappeared.

Twenty-three miles from the port of Queenstown, as the crow flies an irregular smear of floatsam on a calm sea marked the grave of the swift and luxurious Lusitania, the first transatlantic steamship to be sunk by a German submarine.

BOATS SOON CROWDED.

The small boats which had got away from the side of the liner picked up a good many survivors, who, with life belts or clinging to wreckage, were floating on the surface of the water. but soon the boats were crowded. Slowly, reluctantly, the oarsmen in the small boats—many of them passengers, and a few women—began pulling toward the low-lying coast of Ireland, looming in the north. The sea was smooth and to that is due the fact that any one was saved. Had the water been rough or had it been night every one would have been lost.

From the shore of Ireland a coastguard witnessed the terrible tragedy of the sea, as did a farmer who was working near Old Head Kinsale. But the world's first word of the catastrophe was snapped by a wireless operator on the doomed vessel who flashed the dramatic S. O. S., "Come at once. Big list. Position ten miles South of Kinsale." Land's End caught the message, which was followed almost immediately with a second call, "Want assistance. Listing badly."

Along the coast and inland flew the message. Queenstown the Admiralty port, thirteen miles from Kinsale heard the news and Admiral Cocks, the naval officer in charge ordered all available vessels to the scene of the disaster. Half a dozen tugs steamed forth, followed by torpedo boats and a fleet of trawlers, to render assistance and pick up struggling humanity from the water.

The coast guard who witnessed the catastrophe from the shore said he had been observing the liner, when suddenly he saw an explosion, and a great volume of smoke and steam shot up in the air, shutting out all view of the vessel.

Later, when the smoke cleared away he saw the liner's boats on the scene laden with passengers, but the ship had disappeared. A fishing boat was the first to reach the scene and took some boats in tow. An eastbound cargo boat next arrived.

This boat saved a great many. Later other vessels arrived to assist in the rescue work, and when darkness closed over the scene a number of destroyers were in the vicinity. One destroyer, which arrived early, lowered boats and picked up a number from a raft.

MOST PATHETIC SCENE.

The trawler Daniel O'Connell, while fishing came upon two of the Lusitania's boats containing sixty-five passengers, mostly women and children, in a deplorable plight. The trawler took the boats in tow, and was proceeding with them to Kinsale, when intercepted by Government tugs which took the survivors to Queenstown. In all 600 persons of many nationalities were landed at Queenstown, where more than 100 bodies were received.

There was a great rush to the Cunard wharf as the first boat conveying rescued berthed. Stringent rules were enforced by the authorities to prevent any congestion that might hinder the facilities for removal of the rescued to the hotels.

As the survivors were landed the scene was most pathetic. Many were borne on stretchers. Some were dead. Others limped between naval men, and still more walked between lines of people who cheered them as they passed along, without coats or any comfortable apparel.

Most of the passengers presented a very sad sight. Not one of them had substantial garments on them, and the majority of the men were without their coats and carried lifebelts. Their appearance was dejected, but this was nothing compared to the women, who were without hats, cloaks, or wraps.

Practically all of the survivors were landed in Queenstown. The Admiralty tug Stormcock took 160 of them there within a few hours after the sinking of the ship. The Cock and the Indian Empire, armed trawlers, carried 200 more; the Flying Fish conveyed 100; the three torpedo boats 45, and steamers, fishermen, motor boats and tugs accounted for the others, some of whom went to the concentration point by way of Kinsale and the other Irish ports.

SURVIVORS ALMOST NAKED.

The Irish seaport opened its heart to the sufferers by the appalling calamity. Not only all the hotels turned over quarters to whomsoever asked, but private citizens, from fishermen to gentry were quick to respond. Surgeons and physicians were summoned from as far as Dublin authorized to commandeer any residence for a hospital, and they had a hundred volunteer nurses to aid them. The clothing establishments generously turned over any article of clothing needed and the private citizens did the same.

The hysterical, shivering, stunned men and women who came in during the fateful night were in sore need of all this. Many had been hours in the water when they were picked up. Nearly all of them had discarded everything possible to keep them afloat. Women came wrapped in blankets, several wore mens' clothing, nearly all were shoeless, and a great many without stockings. Such of these as were not sent to the hospitals were at once clothed.

The Admiralty, the Cunard Line and all authorities put forth every effort in behalf of the sufferers. Admiral Cocks, in charge of the department of the navy for the district, ordered every available craft under his command to search for bodies or to locate survivors.

An uncounted number of those landed by rescue craft died afterward from their hurts or from exposure, so that there were lying in temporary morgues, hotels, and even private houses in Queenstown many bodies of victims, a large number of these being women and children.

Most of the survivors were bewildered from their terrible experience, and their early accounts of the sinking of the Lusitania were not entirely clear.

Shivering, exhausted, clutching one another's hands for support, their scanty garments clinging drippingly to their bodies, more than 600 survivors stumbled ashore from boats at Queenstown, to be met by the hastily organized relief corps and distributed among the hotels, boarding houses and private homes which had been thrown open to receive them as soon as the news of the disaster had been received.

LOOKING FOR HER HUSBAND.

There were many pitiful sights. In one case a woman with a baby in her arms, a blanket given by some sailor around her shoulders, refused to leave the spot, but waited until the last survivor had passed, searching each face as it went by, in the vain hope of finding her husband, from whom she had been separated in the last terrible scene on the liner's deck.

From another boat came a woman of seventy-five, who had been picked from the water, clinging to a piece of wreckage, fully an hour after the Lusitania had disappeared, and who had yet survived, although so exhausted that she had to be carried ashore.

Morbid crowds surrounded the temporary morgues where the bodies awaited identification. In striking contrast to most historic sea disasters, the rate of mortality among the first class passengers was heavier than among any other class on board. A large proportion of those saved were members of the crew; but this did not evidence lack of discipline, as most of them were picked up in the water.

The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said :

MANY LEFT IN THE WATER.

“ There were many left in the water, but they were all dead and many so horribly mangled I thought better to bring ashore my boatload of suffering women as they could not have stood much more.”

These women presented a pitiful sight as they wandered aimlessly about searching without hope for loved ones who must have gone down with the ship.

There was indescribable confusion in the face of the great tragedy, and the compilation of the list of the rescued proceeded very slowly.

It was known that the passenger list contained the names of Alfred G. Vanderbilt, the New York millionaire; Charles Frohman, Charles Klein, of theatrical fame; Justus Miles Forman, Mr. and Mrs. Elbert Hubbard, Harry J. Keser, vice president of the Philadelphia National Bank, and Mrs. Keser; W. Sterling Hodges, of the Baldwin Locomotive Works, Mrs. Hodges and their two sons; Paul Crompton and family, of Philadelphia, and S. M. Knox, of the New York Shipbuilding Company; Sir. Hugh Lane, of England; Commander J. Foster Stackhouse, of

the Royal Navy; David Thomas, a Welsh coal magnate; Major and Mrs. T. Warren Pearl and the Rev. Basil W. Maturin, Julian de Avala, Cuban Consul General at Liverpool, and Frederico G. Padilla, Mexican Consul General at Liverpool.

When the rescued ones began landing in Queenstown, friends of these notable people began a frantic search for them.

PROMINENT PEOPLE ON BOARD.

Representatives of Alfred Gwynne Vanderbilt of New York arranged for a fleet of tugs to search for his body, while their agents ashore began visiting every point where he possibly might have been taken. Friends and relatives of other men, Mrs. Klein, wife of the playwright, friends of Mr. Forman and of the Hubbards, sent cablegrams urging individuals to spare no expense to ascertain the truth. From Cape Clear to Waterford on the north every inlet, bay, fishing village, little port or large port was searched and every foot of the beaches scanned to find bodies of the dead.

In their efforts to secure identification the officials found great difficulty because the survivors could render little assistance. Most of the identifications had to be made by jewelry or papers found on the bodies. Families and groups of friends seemed to have been saved in their entirety as other parties were lost in their entirety.

Above the general storm of execration evoked by the torpedoing of the magnificent *Lusitania*, there seemed to rise a cry of children that will never be forgotten. More than a hundred of them perished that a German boast might be made good. The innocents were on the boat by reason of the fact that wives of Canadian officers and soldiers were going to England to be near their husbands.

So while the mighty steamship, stricken and in her death

throes, settled in fifty fathoms of the water that shielded the lurking craft that stabbed her, tiny hands clutched helplessly at bosoms of women whose overwhelming mother love was powerless to prevail in the face of such odds. Sobs were choked alike from the throats of the mothers and their little ones, even as a German submarine commander was in the act of preparing his report of the "victory."

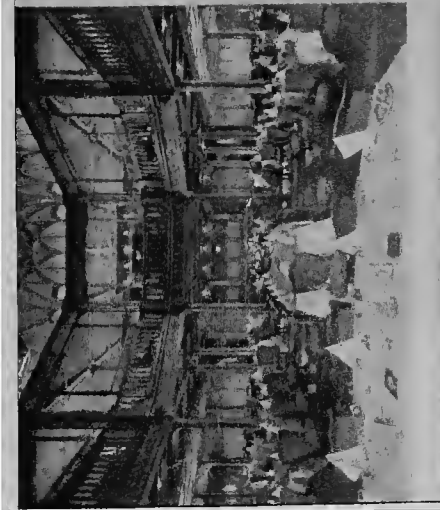
Impartial as it was ruthless, the slaughter claimed babe of the wealthy and babe of the poor. The child that reposed in the handsomely appointed suite of the first cabin and the little fellow who romped in the steerage became martyrs together. They were all tiny human atoms taken as part of the inexorable toll demanded by Germany. Not heroes, merely inarticulate innocents, snatched from their play.

FEW CHILDREN SAVED.

In the long list of passengers there appear the names of many women, followed by the two words "and infant." In the second cabin alone there were twenty such, besides other children of tender years yet old enough to be outside the infant classification. Of the children on board few were saved.

With the children who were of an age that made it possible for them to play with their comrades, the chances of rescue was small indeed. Play places for the youngsters are many on board such ships as the *Lusitania*, and the time permitted to their parents to seek out and find places in the boats for the little ones, was all too brief. Many went to their death in the rooms where but a few moments before they had galloped in gleeful play, while their distraught mothers died in the act of trying to save them.

One woman lost all three of her children in the disaster, and gave the bodies of two of them to the sea herself, says a story in



Lower Dining Saloon
 Royal Suite Sitting and Dining Rooms
COMMODIOUS AND COPIOUS



Varanda Cafe
 Upper Dining Saloon
 fittingly describes the scenes on the Floating Palace



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THE LUSITANIA LIFEBOAT DRILL

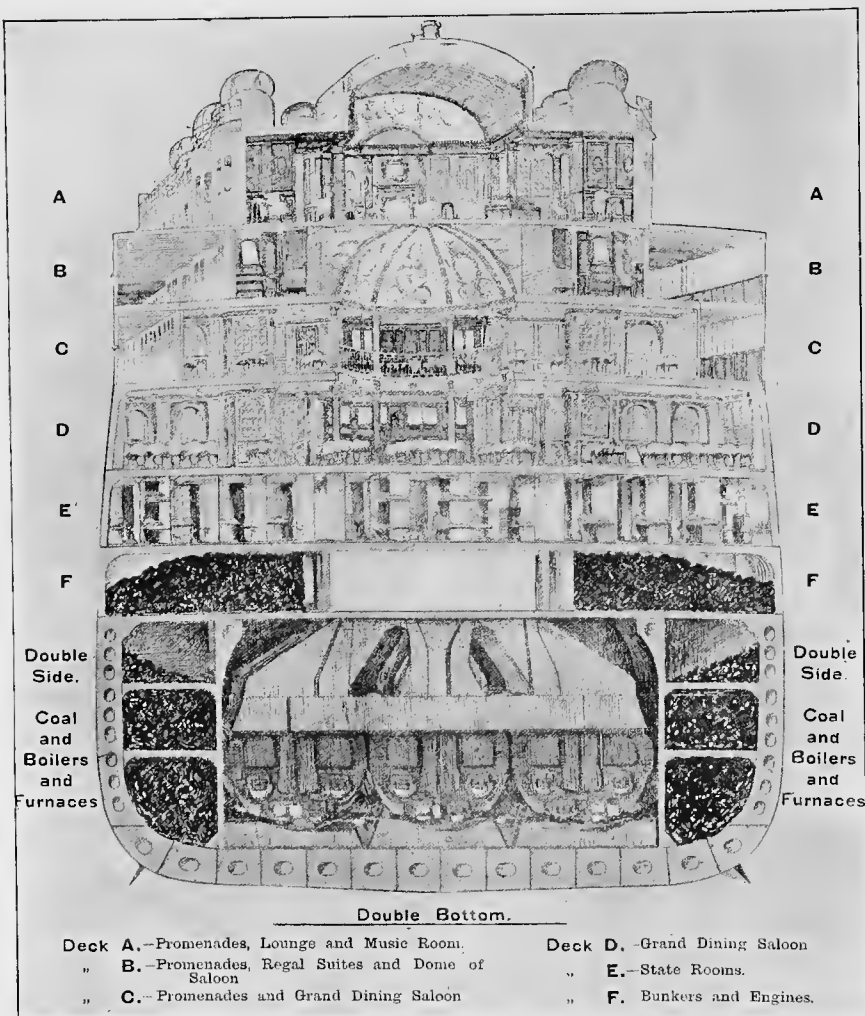
Showing the crew being instructed to man lifeboats in case of emergency. These craft played an important part in rescuing passengers on the ill-fated liner.



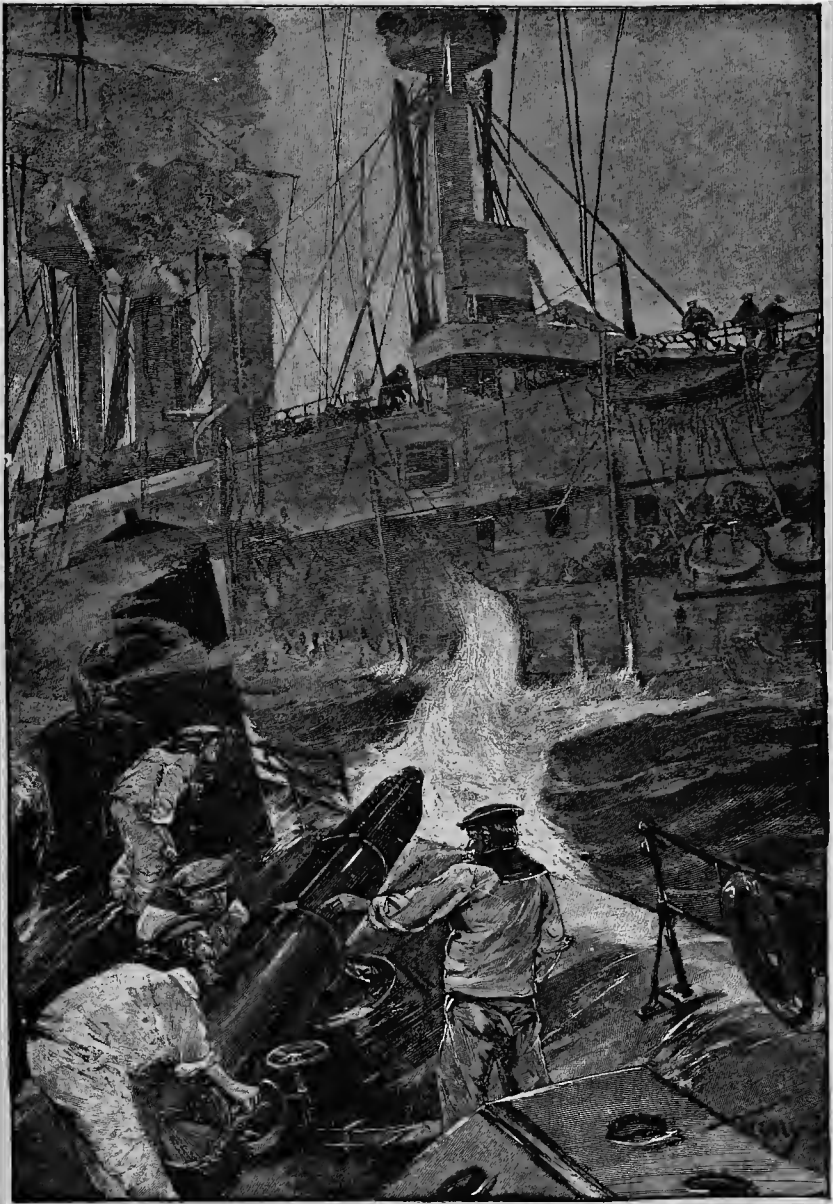
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CAPTAIN W. T. TURNER, R. N. R.

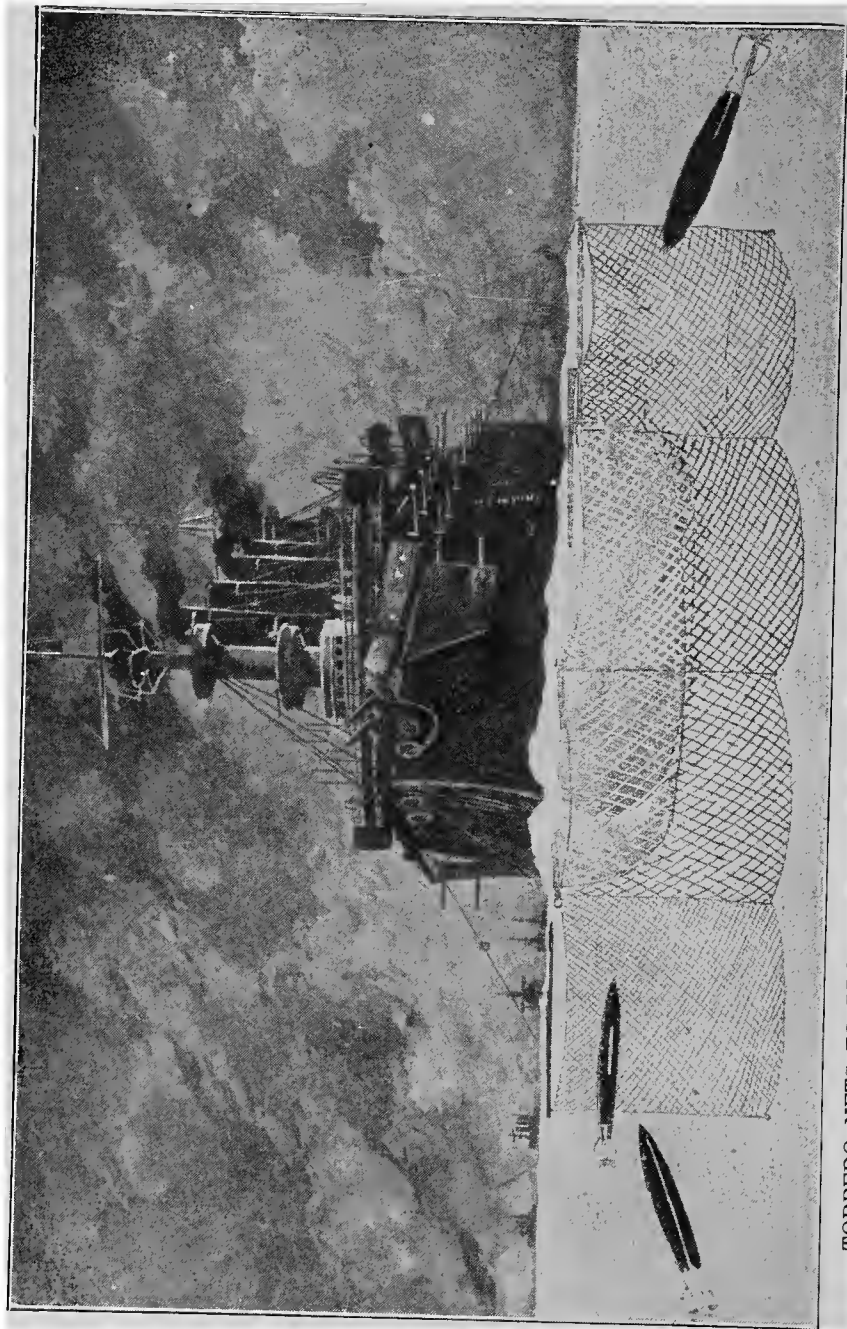
Who was in command of the Lusitania when she was sunk by a torpedo from a German submarine.



TRANSVERSE SECTION OF THE LUSITANIA



ENCOUNTER BETWEEN A TORPEDO BOAT AND A MAN-OF-WAR



TORPEDO-NETS TO PROTECT SHIPS—SHOWING HOW THEY ARE USED IN NAVAL WARFARE

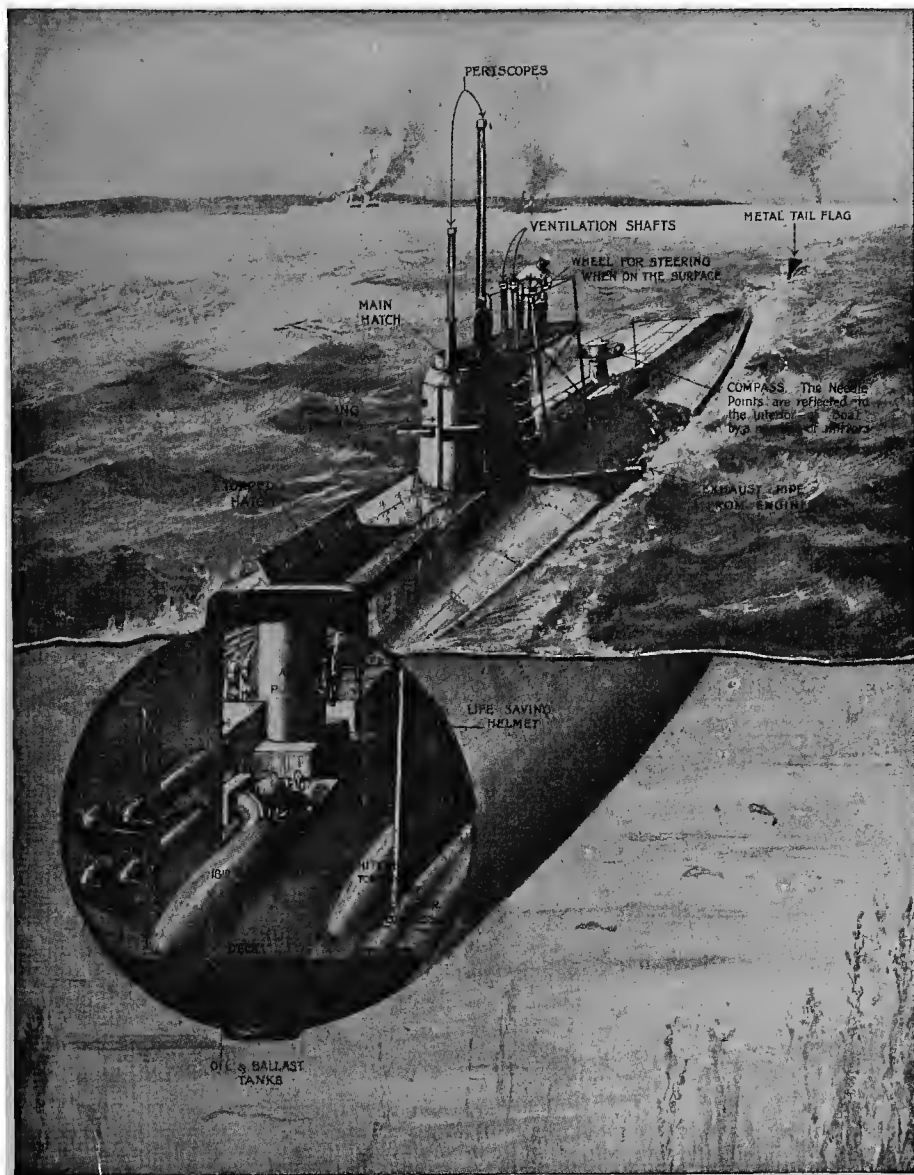


NAVAL MANŒUVRES—TORPEDO PRACTICE

1. In the sea-boats, lying by the target: the torpedo finishes its run by leaping into the air. 2. The midshipman and coxswain in the sea-boat. 3. Bringing the torpedo alongside.



READY TO FIRE A TORPEDO
A torpedo-boat attacking the enemy



A SECTIONAL VIEW OF A MODERN SUBMARINE
 This illustrates the interior and under-water view of a submarine.



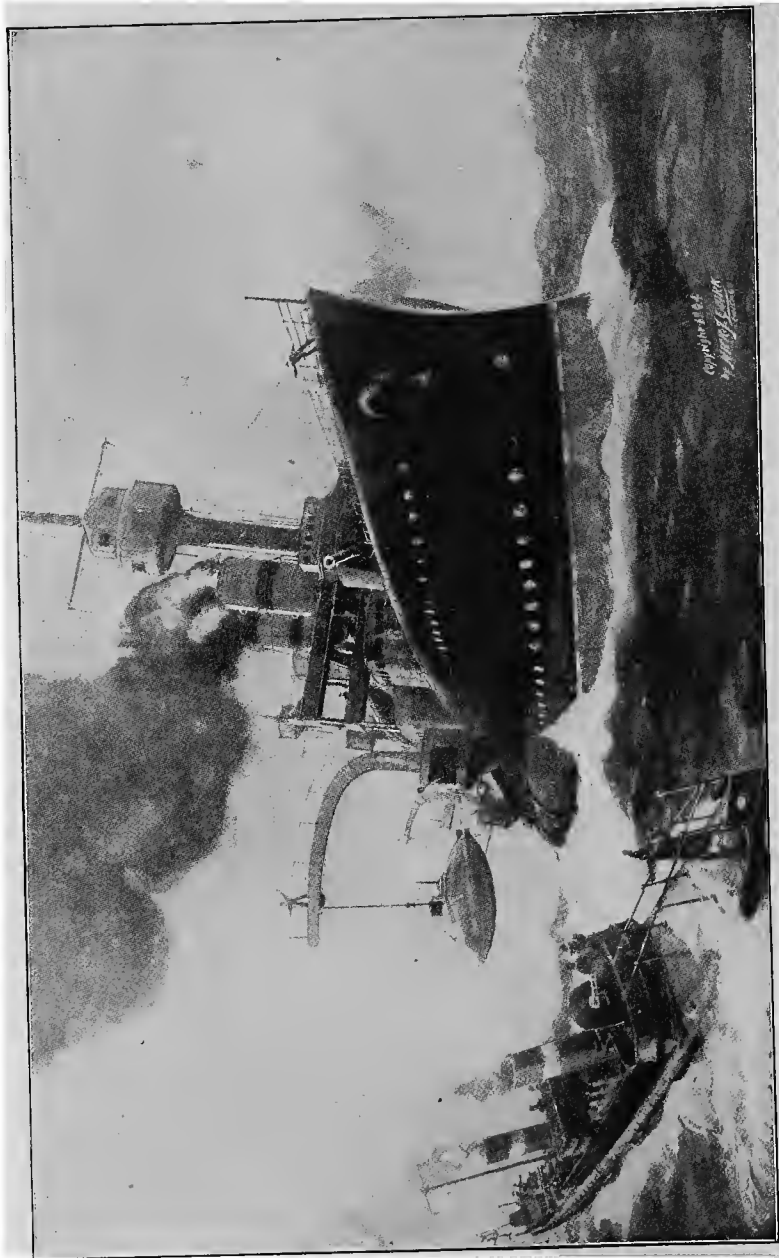
MODERN METHOD OF LAYING MINES TO DESTROY VESSELS



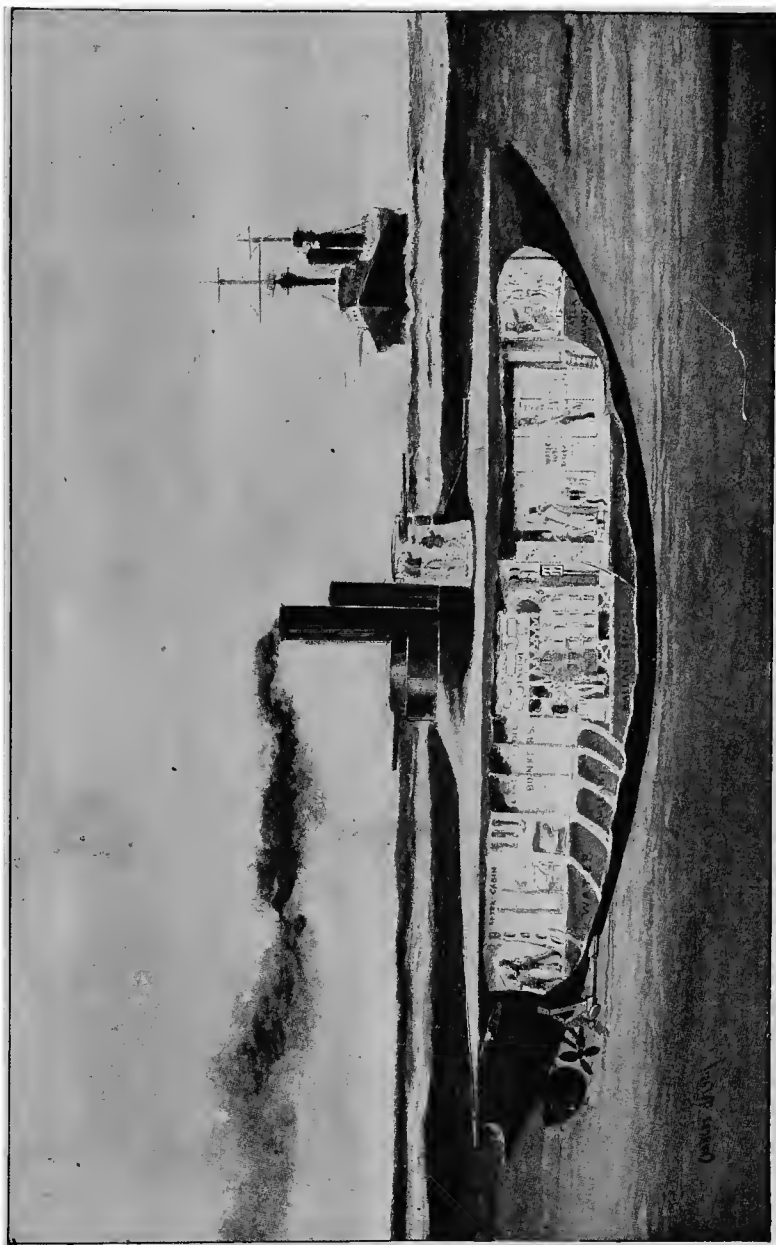
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THE GERMAN SUBMARINE "U-6"

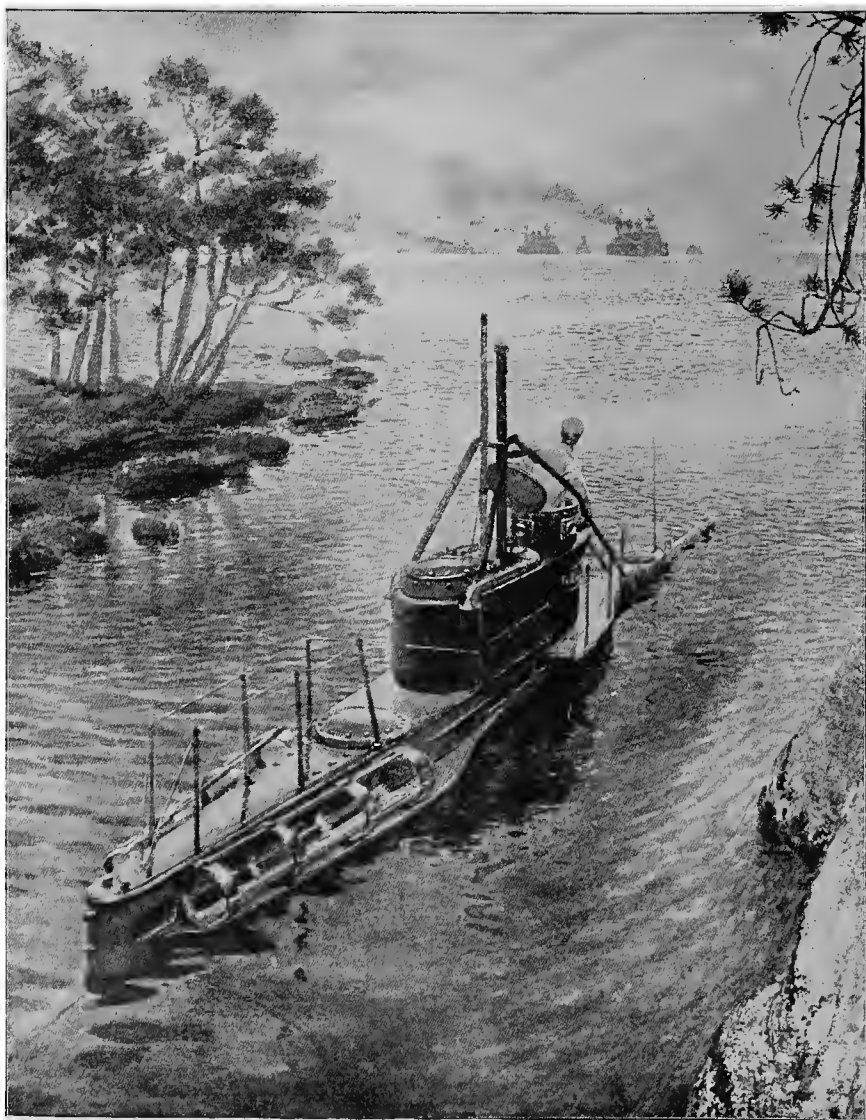
A sister vessel to the one which sunk the three British cruisers, "Aboukir," "Hogue," & "Cressy," in the North Sea



LOWERING A SUBMARINE BOAT AND STARTING THE "SNEAK" ON ITS ERRAND OF DESTRUCTION



THE ARMORED SUBMARINE TORPEDO BOAT "HOLLAND"

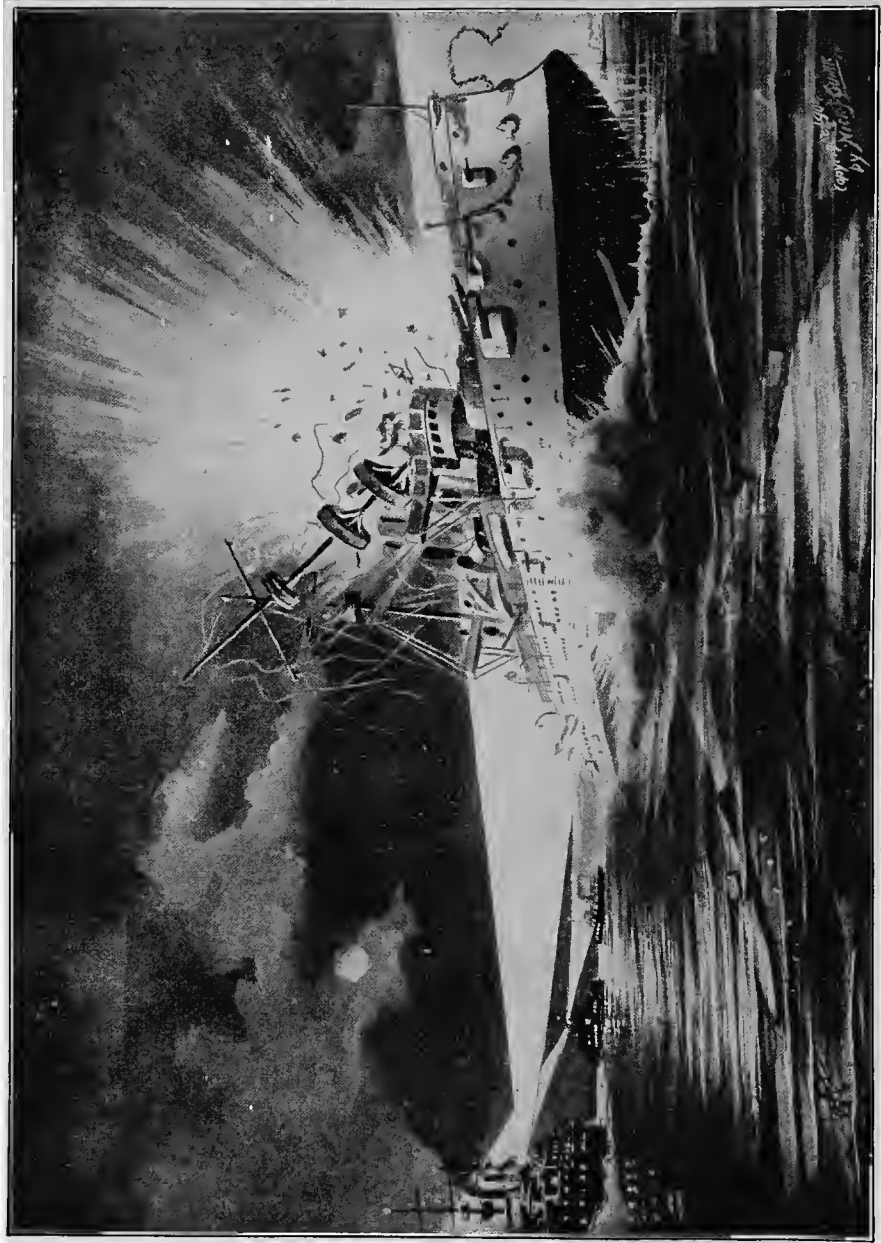


THE HORNET OF THE SEA
A French submarine lying in wait for the enemy

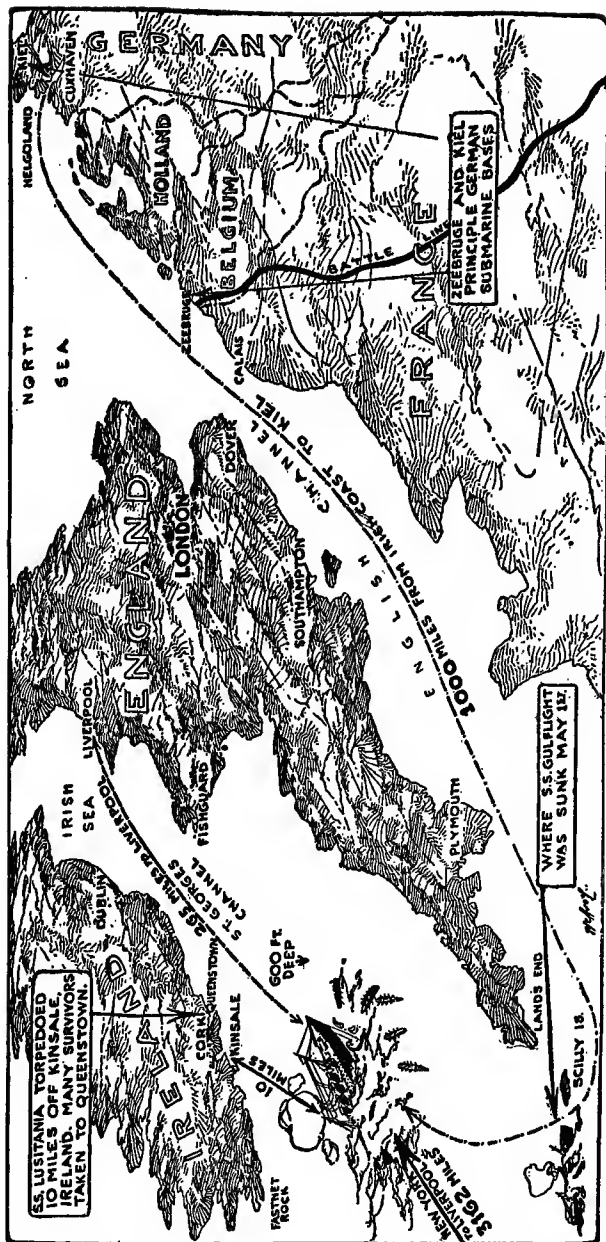


PROTECTION FOR UNDER-WATER FIGHTERS

The crews of the latest submarines are provided with safety helmets as shown in this picture. These helmets are capable of maintaining a supply of pure air for several hours.



THE ASSASSIN OF THE SEA—ATTACK ON WARSHIP BY A SUBMARINE TORPEDO-BOAT



SCENE OF THE TORPEDOING OF THE LUSITANIA.

This map shows the field of operations of the German submarines, their bases at Zeebrugge and Kiel and the localities in which the Lusitania and the American ship Gulfight were torpedoed.

the Cork Herald. When the ship went down she held up the three children in the water, shrieking for help. When rescued two were dead. Their room was required and the mother was brave enough to realize it.

"Give them to me!" she shrieked, "Give them to me, my bonnie wee things. I will bury them. They are mine to bury as they were mine to keep."

With her form shaking with sorrow she took hold of each little one from the rescuers and reverently placed it in the water again, and people in the boat wept with her as she murmured a little sobbing prayer. Just as the rescuers were landing her third and only remaining child died.

STORIES OF HEROISM.

In the rush and turmoil which marked the rescue and caring for those whose lives were saved and the proper housing and preparation of the bodies which lay awaiting identification, stories of heroism, hardship, sentiment, pathos and distress that stirred the hearts of the world began to be related. There were tributes to the dead and to the living; to the coal covered stokers and the sturdy sailors; to brave mothers and men of finance, soldiers and men of letters. And there were many stories concerning children.

One of the happiest survivors of the Lusitania, according to a correspondent of the New York American, was Miss Millie Docherty, two months old, of Westbury, Long Island, daughter of Mr. and Mrs. William Docherty.

Miss Millie and her mother were picked up in one of the lifeboats. Mr. Docherty's home is in Westbury. His wife and child were bound for England for a visit. This is the experience of Millie and her mother in the latter's words:

"I took the baby down to lunch with me Friday. Why,

I don't know, as I had not taken her into the dining saloon before. This day, though, I instinctively took her with me. We were eating when the terrible explosion came. With others I rushed to the deck. There were hundreds there, but little panic. Only a few were trying to get away in the lifeboats, because nobody seemed to think the great vessel would sink.

"But soon the *Lusitania* listed so far that it was difficult to stand on the slanting deck, and I scrambled to a safer position between the two forward funnels. By this time scores were at the boats and a few jumping into the sea.

AFRAID TO CROSS THE DECK.

"I didn't know what to do and could just keep my balance with one hand and hold Millie with the other. I stood there afraid to attempt to cross the deck until the last lifeboat was being prepared to lower. Then a man, I don't know who he was, spied me and helped me across the deck into the boat which had been freed, but by the time our boat was on the surface of the sea, only the great funnels of the *Lusitania* appeared above the water.

"Suddenly two of these towering stacks collapsed and fell—one forward, one aft on either side of us. One we thought was going to fall directly into our boat, and I was horrified, but it just missed us. It came so close though, that the sharp gust of air took off Millie's loosely tied bonnet and covered her hair with soot.

"Two hours later we were picked up. Millie didn't cry a tear during all the awful time. Her good cheer gave us all heart."

Everywhere and all the time on the *Lusitania* after she received her heart stab there was heroism and bravery. From Captain Turner, who stood on the bridge, coolly directing his

men, till waves closed over him, to the lowly seamen they were brave men.

No more pathetic loss is recorded than that of T. G. Webster, a Toronto contractor, who travelled second class with his wife, six-year-old son Frederick, and year-old twin sons William and Henry. They reached the deck with the others who were dining when the torpedo struck. Webster took his son by the hand and darted away to bring lifebelts. When he returned his wife and babies were not to be seen, nor have they since been seen.

Assistant Purser W. Harkless busied himself helping others until the Lusitania was about to settle beneath the water. Then, seeing a lifeboat striking the water, one that was not overcrowded, he made a rush for it. The only person he encountered was little Barbara Anderson standing alone and clinging to the rail. Gathering her up in his arms, he leaped over the rail into the boat and this without injuring the child.

GOING HOME TO ENLIST.

Francis J. Luker, a British subject who worked six years in the United States as a postal clerk, and was coming home to enlist, saved two babies he found. The little passengers, bereft of whosoever they belonged to, snuggled in the shelter of a deck house. The Lusitania was nearing her last plunge and a lifeboat was swaying to the water below.

Grabbing the babies he ran to the rail and took a flying leap into the craft and these babies didn't leave his arms till they were set safely down ashore an hour later.

There are people who to the end of their days will keep in their minds the picture and revere the memory of "Bosun" Joe Davis. Of all the Lusitania's crew, "Bosun Joe" was the man who realized, the instant the ship was struck, what was likely

to happen and acted with the object of saving all the lives possible. And "Bosun Joe" knew the lifeboats, knew what knot was untied and what block kicked out would release the craft and send her away.

In fifteen minutes "Bosun Joe" sent five of the boats away. Puffing a stub pipe he went about the work as if he had been practising with the passengers. Many passengers who were sufficiently calmed by his behavior to watch his efforts now owe their lives to him.

When the lifeboats were ready "Bosun Joe" began chucking the now willing passengers into them, ladies first and a few men to each boat to help them. The craft dropped to the water with amazing rapidity. "Good luck to you, lads, and take care of the ladies," was Joe's farewell as he went on to the next boat.

A PROVIDENTIAL RESCUE.

For "Bosun Joe" there was a providential rescue. He went down as did his captain, but was picked up by one of the boats he cut away.

Among the stories of those who went to the bottom there are few more beautiful than that of Mr. Vanderbilt and Charles Frohman, who stood side by side while the great steamship sank into the water. Alfred G. Vanderbilt was standing on the star-board deck five minutes before the ship went down," said Wallace B. Phillips, a New York newspaper man. "He was with Charles Frohman and Miss Rita Jolivet, the actress, who has been saved.

"Mr. Vanderbilt's calmness was heroic even in that moment of crushing disaster. Mr. Frohman was also quite calm and collected. Miss Jolivet's narrative is of absorbing interest. She said:

"During the voyage I was one of a party constantly as-

sociated, including Alfred Vanderbilt and Charles Frohman. We often discussed the chances of a submarine attacking us and all laughed at the idea, believing that with the *Lusitania's* speed no submarine could even threaten us.

"On Thursday night, I sat next to Mr. Vanderbilt and Mr. Frohman and all were in high spirits. When we rushed to the deck after the torpedo hit, Mr. Frohman, myself, my brother-in-law and Mr. Scott were standing together. Mr. Vanderbilt was also near. None of us had any fear.

MR. FROHMAN CALM AND COURAGEOUS.

"Mr. Frohman was especially calm and magnificently courageous. He told all to keep still and when the second explosion came and the ship listed and everyone rushed to the deck when the first boat was being launched, he said to us: 'Stay where you are. This is going to be a close call. We shall have more chances here than by rushing for the boats.' And then he went on just as calmly as though he were discussing some small after-dinner question.

"'You know I have never feared death,' Mr. Frohman continued. 'To my mind death is the most beautiful adventure which life can offer. The test for us at all times is to meet it as such.'"

Miss Jolivet, Mr. Vanderbilt and Mr. Frohman, the three of them, together with G. D. S. Vernon, Miss Jolivet's brother-in-law, and Mr. Scott, who had come all the way from Japan to enlist, joined hands and stood waiting to face death together.

"We stood," said Miss Jolivet, "talking about the Germans and the rumor which had gained currency to the effect that a man obviously of German origin had been arrested for tampering with the wireless. We determined not to enter the boats. Just a minute or two before the end Mr. Frohman said with a

smile: 'Why fear death? It is the most beautiful adventure that life gives us.'

"Mr. Scott fetched three lifebelts—one for Mr. Vanderbilt, one for Mr. Frohman and one for me. Mr. Scott said he was not going to wear one himself and my brother-in-law also refused to put one on. I hear that Mr. Vanderbilt gave his to a lady. Mr. Scott and I helped to put the lifebelt on Mr. Frohman.

"He knew that his beautiful adventure was about to begin. He had hardly spoken when with a tremendous roar a great wave swept along the deck. We were all divided in a moment, and I have not seen any of those brave men alive since. When Mr. Frohman's body was recovered there was a most beautiful peaceful smile upon his lips."

KNEW THE SHIP WAS DOOMED.

Mr. Frohman unselfishly handed his lifebelt to a woman passenger. Although he knew the ship was doomed, Mr. Frohman elected to remain aboard and went down into the vortex when the *Lusitania* took her last plunge.

Dr. F. Warren Pearl bore witness to Charles Frohman's quiet heroism: "I saw him distributing life belts. He evidently did not expect to escape nor did he fear death."

Mrs. Lines, of Canada, a survivor, paid a glowing tribute to the gallantry of Alfred G. Vanderbilt and his valet, Ronald Denyer.

"People," she said, "will not talk of Mr. Vanderbilt in future as a millionaire sportsman and man of pleasure. He will be remembered as the children's hero, and men and women will honor his name. When death was nearing him he showed gallantry which no words of mine can adequately describe.

"I saw him standing outside the Palm Saloon with Denyer. He looked upon the scene of horror and despair with pitying eyes.

"'Find all the kiddies you can, boy,' he said to his valet. The man rushed off immediately, collecting children. As he brought them to Mr. Vanderbilt, the millionaire dashed to the boats with two little ones in his arms at a time. When he could no longer find any more children, he went to the assistance of the women and placed as many as he could in safety.

"In all his work he was gallantly assisted by Denyer and the two continued their efforts until the very end."

GALLANTRY OF MR. VANDERBILT.

Mr. Vanderbilt, who could not swim, was equipped with a lifebelt, but he gallantly took it off, said Mr. Thomas Sidell, and placed it around the body of a young woman. Then he went off to seek another lifebelt. The ship sank in a few seconds later.

Dr. Owen Kenan, of Wilmington, North Carolina, who is in a hospital at Queenstown, added to the eulogy of Mr. Vanderbilt. He saw him at the rescue work. Then, when nothing more could be done, Vanderbilt buckled a lifebelt over the heavy overcoat he wore. He was leaning against a gateway when Dr. Kenan last saw him.

"They've got us now," said the millionaire as Dr. Kenan passed.

Dr. James T. Houghton, of Troy, N. Y., made every effort to save the life of Mme. Marie de Page, wife of Dr. Antoine de Page, physician to King Albert and head of the Belgian Red Cross. Mme. de Page was returning from America after a campaign in the interest of the hospital she established

at La Panne, and Dr. Houghton was returning with her to take charge of the hospital.

"I want to see my boy again before he goes into battle," she said before sailing. "It may be the last opportunity."

"Some day we want to visit you once more in your beautiful home in Brussels," said Dr. Lewis L. McArthur, as Mme. de Page was leaving Chicago.

"Kind friends," was the reply, "I don't know whether we will ever have a home again." There were tears in her eyes as she spoke.

"When we were torpedoed," Dr. Houghton said to-day, "I went on deck immediately. Even then the ship was listing badly. I met Mme. de Page, and as she had no lifebelt, I gave her mine.

SUCKED DOWN BY THE WHIRLPOOL.

"When the deck on which we stood was about twenty-five feet above the water I advised that we jump together, and we did. I told her to cling to me, but I was stunned by a blow from the wreckage and was sucked down by the whirlpool. I never saw Mme. de Page again.

"Mme. de Page was a heroine even before we went into the water. She bound up the hand of a man named Freeman, who was injured while helping to lower the lifeboats. She also calmed the fears of the women and children, bearing herself with superb coolness."

Mrs. Henry Adams, wife of a London merchant told one of the most graphic tales of the disaster.

She had just finished examining the unidentified dead in the coffins on the Cunard pier and had given up as hopeless her search for her husband when approached. In the succeeding ten minutes she poured forth a tale in which romance, happi-

ness, terror and tragedy were interwoven in a fashion no creator of fiction could conceive.

"My husband and I were married in Washington on April 5," she said. "We were coming to London to make it our home. He did not wish to sail on the Lusitania because of the threats of the German Embassy, but some of my relatives are Cunard officials and I have always been a confirmed Cunarder, so I insisted on the Lusitania.

"On the night before we were torpedoed, something prompted my husband to try on the lifebelts. We got them down from the top of the wardrobe, and after putting them on left them under the berths.

THOUGHT THE SHIP COULD NOT SINK.

"When the shock came we were both in the writing room on the top deck. I knew the ship was doomed, but my husband was just as sure she could not sink.

"However, we went down to the stateroom, got our lifebelts and ran back to the top deck, preservers in hand. The ship was listing so that it was very difficult to walk. On two occasions while ascending the stairs my husband was struck and knocked down. On deck he wanted to stand and listen, but I kept in the lead and helped him climb the sloping deck and reach the rail on the higher side.

"Here we saw a boat ready to be lowered. Some one shouted, 'Women first,' but I refused to get in, insisting on staying with my husband. He seemed dazed and almost unconscious. I put a life preserver on him and then put on my own. In the meantime the captain had ordered the boats not to be lowered. A bo'sun, standing beside me on the deck, said, 'We're resting on the bottom. We cannot sink.' This statement calmed most of those about us,

" My husband sat down on a collapsible boat. He seemed unable to stand. There we remained for several minutes, holding on to the rail in order to keep from sliding down the inclined deck. Suddenly I saw a great wave come over the bow, and instantly my husband and all of us were engulfed.

" As the ship sank, I found I was being carried down under a life-boat.

" It got pitch black. Then suddenly it became lighter. The dark blue turned to light blue and then I was in the sunshine—afloat, though I could not swim. Finally I caught hold of a piece of wood and held on.

" After a time, a raft carrying twenty men and one woman floated by. I begged the men to help me aboard, but they did not want to, and it was only when the woman upbraided them that one of the men dragged me on the raft.

RAFT KEPT OVERTURNING.

" There was something wrong with the raft, as it kept capsizing time and time again. Each time it was less buoyant and almost every time it overturned one or more of the poor wretches would disappear. Finally the other woman went down.

" I made use of my gymnastic knowledge, and as the raft turned I crawled hand over hand, always managing to stay on it. Finally only six of us were left and then the raft sank from under us and we were left alone in the water. Altogether it was three hours and a half before a torpedo boat came. I saw it in the distance, but was so exhausted and numb with the cold by then that I lost consciousness and knew no more until I recovered aboard the torpedo boat.

" One of the heroes whose name has not been mentioned was aboard that boat. He was Second Officer Burrowes. After

the doctor had given me up for dead he continued to work on me, and finally succeeded in reviving me. He did as much for others as well, but he refused to accept even thanks."

At the conclusion of her description of her experiences, Mrs. Adams made a startling statement regarding the conduct of the ship's officers and men.

"Although I am closely identified with the Cunard Line and would wish to do nothing that might minimize the hideous crime of the Germans, I feel it my duty to humanity to say something that may prevent a repetition of this needless loss of life.

"Not only were the boats undermanned before being lowered, but the equipment itself was faulty. The raft I was on leaked and the collapsible boats had rusty, unworkable hinges, a matter that could have been remedied by oiling once in a fortnight.

"If the members of the crew got their deserts the stewards would be praised to Heaven and the stokers would be damned to hell. The former behaved magnificently. Of all that great number of men charged with our safety only the stewards showed any appreciation of their responsibility. The behavior of the stokers was too terrible for words. I myself saw many instances of their bestiality.

"As for the conduct of the officers, I have to say that they were conspicuous by their absence throughout the whole twenty minutes. There surely must be an investigation that will place the blame for this unnecessary adding to the number murdered."

CHAPTER II.

A WORLD AROUSED.

SORROW AND ANGUISH MARK RECEIPT OF FIRST NEWS OF DISASTER—GERMANY GLOATS IN CONTRAST—ANXIOUS RELATIVES AND FRIENDS OF PASSENGERS BESIEGE STEAMSHIP AND TELEGRAPH OFFICES.

SUCH a wave of anger and sorrow as swept over London, when the news passed through the city that the *Lusitania* had been sunk, has not been exceeded by any event of recent years.

The news of the loss of the great liner was slow in making its way. The first to learn the truth were the members of Lloyd's, as a bulletin was posted on the exchange there shortly before 5 o'clock in the afternoon. From this point word passed from mouth to mouth throughout the city, gaining in horrible details as it went, until before the official announcement was given out at the Foreign Office, at 5.15, it was being everywhere repeated that the *Lusitania* was lost with all on board.

A tragic scene ensued before the company's doors, weeping women imploring clerks and other officials for word as to their dear ones, and men, far back in the crowd, calling the names of friends and relatives in the hope that some of the office staff could hear and reply.

Many of the crowd before the Cunard building were officers and men of the Canadian forces who were expecting friends on board the *Lusitania*, and there were numerous inquiries as to the safety of Charles Frohman, Sir Hugh Lane and Alfred Vanderbilt.

As hours passed, and the crowd still waited for news, the

temper of the men grew more and more ugly. "What will the United States do?" was a question that was repeated over and over again. The warning notice of the German Embassy sent out to vessels before the boat sailed was referred to many times, and always with the implication that it demonstrated the justice of proclaiming Count von Bernstorffa party to a conspiracy of murder.

Another opinion repeated in many quarters, and always greeted with demonstrations of approval, was that the sinking of the *Lusitania*, with so many Americans on board, must have been intended as a deliberate act of reprisal on the American people at large because of their refusal to stop the trade of some firms in arms and ammunition for the allies. The first feeling among those receiving the news at large in the city was invariably one of incredulity.

DASTARDLY CRIME AGAINST HUMANITY.

A pall of gloom settled over the United States when cabled reports brought the news of the dastardly crime against humanity. Young and old, rich and poor, felt the force of the calamity. In the minds of sympathetic millions were thoughts of the innocent women and children who died a terrible death after the torpedoes from the German submarine sank the liner.

The terrible mental picture especially haunted the minds of persons who were relatives or friends of the reported missing. Anxious relatives spent a heartbreaking vigil, waiting for news of loved ones. Hundreds of thousands of inquiries poured into the newspaper offices and the offices of the Cunard Line. People everywhere besieged the newspaper offices for information from the moment the first word of the disaster to the *Lusitania* reached this country in the meagre cable messages that early in the afternoon conveyed only the laconic report that the larg-

est steamship in service had been blown up. Every large city was jammed with constantly increasing crowds that scanned the bulletin boards and fought eagerly to purchase the rapidly published editions of the newspapers.

During all of the afternoon and night and even well into this morning's earlier hours the telephones of the newspaper offices were swamped with inquiries by relatives and friends of persons who were passengers on board the ill fated steamship. At midnight the crowds in front of the bulletin boards showed no signs of dwindling. Even then the full extent of the disaster had not been established.

NO DISORDER AT BULLETIN BOARDS.

So great did the bulletin reading throngs become during the evening that policemen were required to keep traffic moving up and down the main and side streets. Although almost every nationality was represented in the crowd, there was no disorder, and no matter in what direction sympathy ran every one in the throng appeared to be overcome by the seriousness of the situation, and no one appeared anxious to applaud the destruction of the ship and the supposed great loss of life.

Scenes as tragic as those which occurred after the Titanic disaster were reproduced, when with mingled fear and hope, wives and relatives waited for definite word of the fate of their loved ones who were on the Lusitania, and collapsed pitifully when "lost" was the tidings. Even those who received word that relatives were safe were quiet in their joy and relief for the fear that had been hanging over them was too deep to be dissipated quickly at receipt of good news.

As one bulletin after another on the Lusitania disaster was posted, and cries of pity were uttered, and after reading the notice that one hundred dripping bodies had been laid on the

wharf at Queenstown, a man with wet eyes and a shaking voice cried: "Its murder! Plain murder!"

It was characteristic of nearly all the crowds which drifted and centered at the sources of information that a person with an accent made in Germany tried to explain against hostile voices that the sinking of the *Lusitania* was not the Kaiser's fault.

Every new edition of the papers that verified the large death list left the fate of the Americans as glaring and inestimable a fact as the ruins of Belgium and raised the feeling to fever pitch.

STEADY SHOWER OF TELEGRAMS.

Tense anxiety prevailed among the swarms of people in and around the Cunard Line offices after the catastrophe. When each office opened Saturday, following the disaster, there was a group of anxious persons standing outside the doors. A continual stream of persons called, all with inquiries about the *Lusitania's* passengers and crew. These inquiries were supplemented by a steady shower of telegrams from all over the country. Some were sent from Canada. While the employes were busy revising lists and answering questions, the jingle of telephone bells played an accompaniment.

Before the clerks could give any definite replies as to who had been saved they had to go and examine carefully the cablegrams which had arrived after midnight. These continued at intervals all day, each giving a fragment of information as to the whereabouts of passengers.

The first message received at the line and made public was from the head office at Liverpool. It read: "A telegram to the following effect has been received from the Admiral at Queenstown: Torpedo boats, tugs, and armed trawlers from

Queenstown are all in except the Heron. Landed from these were 595 survivors and 40 dead. Landed from steamers, 52 survivors. Landed at Kinsale, 11 survivors; 5 dead. Total survivors, 658; dead, 45. Numbers will be verified later. Possibly Kinsale fishing boat may have a few more.

"Only a few first cabin passengers saved. It is understood they thought the ship would float. She sank in from fifteen to twenty-five minutes, and it was reported she was struck by two torpedoes. In addition to the foregoing it is just signaled that one armed trawler, probably the Heron, and two fishing trawlers are bringing in 100 bodies."

SEEKERS AFTER LATE NEWS.

Later, the second cablegram received from Liverpool was posted. This was at once surrounded by the seekers after late news. It read: "Queenstown wires all passengers for Liverpool are now at station waiting for three o'clock connection for Holyhead. Will send you complete list as soon as we can get it ready."

This promise of the latest list of survivors kept many about the office nearly all day, for it was not until late that the company gave out revised lists of the survivors among the passengers and crew. As fast as information arrived from Liverpool, clerks gave every one the benefit of the latest information. The Queenstown message would indicate, the clerks pointed out, that the first passengers landed on the Irish coast were in the station at Queenstown and were ready to leave for England and would arrive in London about 8 o'clock in the morning.

By this time the crowd surged in both the first cabin, second cabin and steerage offices. Most of the men and women who made inquiries for relatives or friends were very quiet, but a few manifested outward signs of grief. One woman

fainted. Another became almost hysterical, and several asked questions with tears streaming down their faces. Some sobbed with relief when they heard the names of loved ones read off in the list of those saved.

"You will have to wait for further news," was the often spoken advice, and frequently the persons spoken to retired to the row of benches along the wall to sit in dejection waiting, waiting for the news that in many cases never came. "Your friend is not on the list of those saved," a clerk would say, and always as the inquirer turned away there would be a word of comfort in "no news is good news."

LIST OF SURVIVORS.

In the afternoon following the awful event the Cunard Line gave out a second list of the numbers they believed to be saved and revised figures as to those on the *Lusitania*. At that time they reported the list of survivors contained the names of 87 first cabin, 72 second cabin, 33 third class, 52 of the crew, and 6 unclassified. This number, they announced, was not to be taken as complete. The revised list of those on board was given out thus: Saloon, 290; second cabin, 599; third class, 361; crew, 667.

Rumors were circulated that the American liner *New York* had been torpedoed off the Irish coast. This caused considerable excitement among the seething multitudes.

As the clerks at the Cunard offices announced that they had additional names of the rescued, the waiting crowd massed together, and with a wild rush, women and men fought their way to the counters in a fit of hysteria to learn whether their loved ones were in the lifeboats that had been towed to villages along the Irish coast.

As they shouted the names and heard the ominous reply,

"Not received yet," they begged the clerks to go through the lists again.

"It must be there. Have you got the spelling right?" they pleaded. And when they were told the name they were looking for was missing, some broke into tears, others struggled to prevent exhibiting their emotion and some of the women slid unconscious to the tiled floor.

ENTHUSIASM IN GERMANY.

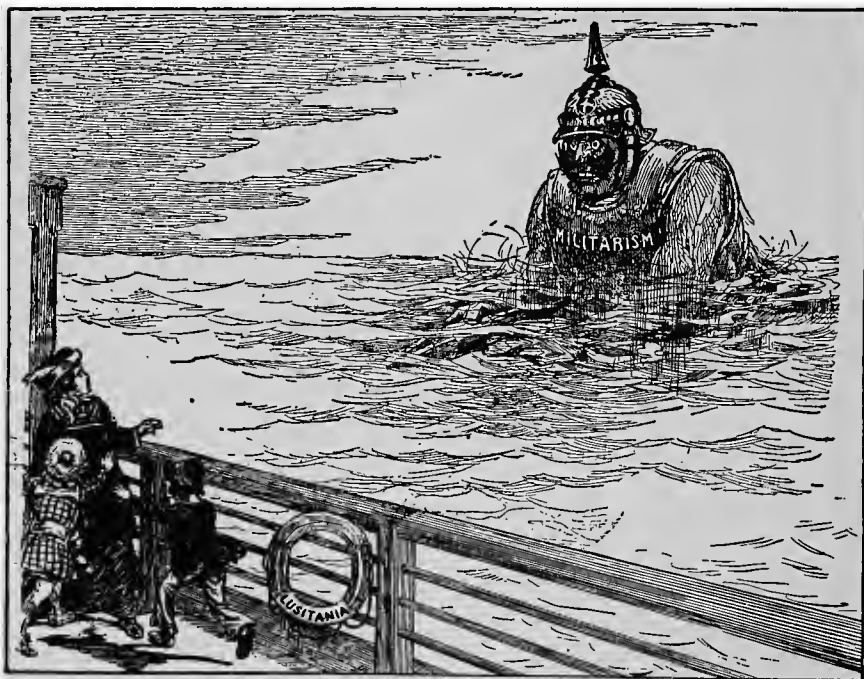
In contrast to the exhibitions of sorrow and anguish which marked the receipt of the first news of the crime, and the fragmentary stories of survivors at Queenstown, London, Paris, New York—in fact throughout the greater portion of the world—Germany brazenly and without shame, gloated over the achievement of its submarine. Through its representatives it assumed full responsibility for the slaughter of innocents and justified it on the ground that it had given tentative warning. But the warning was a mere caution that carried with it not the slightest inference that innocents would be made to suffer or that Germany would forget the rules of civilized warfare.

So while flags hung at half mast in America and women were weeping and children crying, and the rest of the world stood aghast, there was enthusiasm among the militant Germans in Berlin over the sinking of the *Lusitania*, demonstrations being held before the Government Building. "The sinking of the *Lusitania* had made the Germans forget Italy," Germans declared enthusiastically.

The Central News correspondent at Amsterdam quoted Cologne Gazette as depreciating the drowning of non-combatants, and saying further: "The news will be received by the German people with unanimous satisfaction, since it proves

to England and the whole world that Germany is quite in earnest in regard to her submarine warfare. This weapon of ours may hit the enemy as terribly and as painfully as the 42-centimetre guns. Indeed, it is a more terrible menace.

“England now knows that our submarines will not allow the best and most valuable prizes escape their attacks, but will continue to destroy them wherever they meet them.”



WOMEN AND CHILDREN FIRST.

From North American,

Scenes such as this occurred in the various German Consulates throughout our country. Unrestrained joy at the news of the sinking of the Lusitania by a German submarine was manifested by Dr. George Stobbe, German Consul in Philadelphia, and by the attaches at the consulate.

"Ach! Is it true? Is it true?" he questioned eagerly, his face lit up by a radiant smile of pleasure, when told of the event at his office

Clerks dropped their pens and gathered about their chief in breathless anticipation of hearing the news verified.

At the nod of the newspaper reporter, almost before he had time to translate the nod into speech, deafening cheers broke forth and question after question was plied to make sure that the longed-for report was true. A busy hum of conversation, carried on in German, flowed among the group. Not the least happy was the Consul himself, too much carried away by enthusiasm to preserve official dignity. When he was asked for a statement for publication, Doctor Stobbe reassumed his accustomed imperturbability and refused, saying he must have time to think the matter over.

HALF HOLIDAY IN HONOR OF THE EVENT.

There were great rejoicings in southern Germany. Towns were beflagged, especially along the Rhine, and the children had a half holiday in honor of the event. The rejoicings are said to have spread even to Vienna and Budapest.

The German Ambassador, Count Von Bernstorff, blanched when somebody said that it was he who was thought to have provoked the torpedoing of the Lusitania by the warning announcements printed in the newspapers when the Cunard Line steamship left New York on her fatal trip. He refused to comment. By this time there were many persons at the Pennsylvania Terminal in Washington who were interested in the throng of reporters and the Ambassador.

Count Von Bernstorff walked to the telephone booths and called up somebody. He was there for a couple of minutes

and walked away without paying for the call. A uniformed boy ran after him, crying out:

“Hey, there! Charge?”

The boy touched the arm of the Ambassador, who turned around with his fist out. After paying for the call he walked down to the platform in an extremely nervous condition. He walked through the train and somebody banged on the windows and shouted: “The German Ambassador, ladies and gentlemen!”

Through three cars went Count Von Bernstorff, and he only stopped when he arrived at the chair car. He discovered he would have to wait before he got a seat and then concealed himself behind a door in the smoking room.

GRAVE CONCERN AT WASHINGTON.

The capital at Washington viewed with grave concern the news of the Lusitania's loss, and the slaying of American men, women and children.

A violent break in the Stock Exchanges occurred. Prices of “war stocks” fell in an avalanche from 15 to 30 points; while the standard issues lost 5 to 10 points in less than an hour.

Speakers in American Universities were bitter in their denunciation of the brutal outrage.

The Brunswick Lion, which stands in front of the German Museum at Harvard and is a gift from the Kaiser to the university, was draped with a mourning shroud. A large sheet, the edges of which were black, hung about the statue, and two inscriptions were printed on it in large letters. One inscription read: “One hundred and forty-seven corpses, another gift from the Kaiser,” and on another portion was written: “In memory of the Lusitania massacre,” which was signed “Hu-

manity." It was the work of a large group of students, who draped the lion the morning after the ship went down.

The Harvard Prize Poet wrote the following eloquent Lusitania Poem for the World:

FINIS.

BY C. HUNTINGTON JACOBS.

Ye have not scorned to cry to us for aid ;
Ye have not scorned to cling about our knees
When to our gracious havens, sore afraid,
Ye bore our victims from your piracies.
Nor have ye scorned upon the open seas—
So well by such as ye is ruth repaid—
To wreck with slinking death our argocies,
To treat as vile our ensign, full displayed !

In the pride of utter insolence,
Your coiled water-snakes, athwart our path,
Fasten their fangs upon our innocents—
Yea, with a hundred murders mock our wrath !
Oh, if our spirit liveth, ye shall feel
What might our vengeance hath in flame and steel !

In British Columbia, Canada, Victoria was put under martial law as a result of renewed attacks on German establishments by mobs bent on avenging the sinking of the Lusitania.

After a mob of several thousand men and boys had smashed windows of a brewery, a hotel, a jewelry store, a cleaning establishment and a plumbing shop, the Mayor read the riot act at a downtown street corner, and 800 soldiers began policing the city. A detachment of troops was called upon from Vancouver to reinforce the local garrison.

London joined its sister cities in anti-German demonstrations. Buildings were wrecked, persons of German name re-

fused business accommodations and Teutonic aliens taken under police protection. British wrath, proverbially slow to rise, quickly mounted to flood tide at the stupendous Lusitania tragedy, and quickly manifested its bitter anti-German feeling in scores of cities, in some of them culminating in riots.

Shops and homes of Germans by the hundreds were wrecked in Liverpool, Birkenhead, Bootle and other places. Violent disorder was reported from Manchester, Cardiff, Lancaster, Carlisle and other cities. In many places saloons were closed and the authorities placed naturalized Germans and Austrians under police protection. The authorities threatened to put Liverpool under martial law.

INTERNMENT OF ALL GERMANS.

Demanding the immediate internment of all residents of Teutonic blood, the London press declared the torpedoing of the Lusitania strained the temper of the British people to the breaking point. "National safety necessitates the end of espionage," declared the principal papers, which also urged conscription. Petitions clamoring for Teuton internment were signed by hundreds of thousands of Englishmen.

Never since the war between Germany and England began did such a wave of anti-German feeling surge through England as at this time. It was due entirely to the sinking of the Lusitania. Workmen in the industrial district refused to labor alongside men of German birth, whether they were naturalized or not.

In Liverpool the Germans were interned and those who were naturalized subjects of Great Britain were advised to go to interior towns to seek internment. Many of them decided upon the latter course.

A demand was made by the newspapers that all the twenty-

five thousand Germans still at large should be similarly treated. Deputations from the Stock Exchange, the Baltic Exchange, Lloyds and the Corn Exchange, following a meeting on the steps of the Royal Exchange, marched to the House of Commons and presented a petition to the Attorney General which invited attention to the "grave danger that existed by allowing alien enemies to remain at large in the country."

A public meeting was held at the Mansion House on the subject of alien enemies as the forerunner of meetings of protest held all over the country.

Notwithstanding the warning from the London Stock Exchange committee not to enter the house, about fifty German members appeared at the doors, demanding admittance, but a strong guard of English members dared them to enter. The Germans were told that if they had not sense enough to keep away they would be forcibly removed.

GERMANS ROUGHLY HANDLED.

The Germans were stubborn and tried to force their entrance, but the Englishmen, whose anger had been increased by the news of the air raid over Southend, turned on them. In the fight which ensued the Germans were roughly handled and driven off by the Englishmen, who were more determined than ever that the Germans should not be allowed to enter the house.

Between 200 and 300 British members of the Stock Exchange mobilized to prevent the entrance of the Germans who might be brave enough to attempt to make their way into the house in disregard of the warning issued by the Stock Exchange Committee on the day following the sinking of the *Lusitania*.

Excitement ran high around the Exchange and a huge crowd collected in the vicinity in the expectation of disorders,

The authorities of the Baltic Exchange and of the Mark Lane wheat market suspended until further notice all Germans, Aus-



STAND FAST, UNCLE.

From Philadelphia Record.

trians, and Turks up to the age of sixty, with the exception of those having sons at the front in the British ranks.

At Liverpool the Board of Directors of the Cotton Association passed a resolution setting forth that no naturalized

German or Austrian should henceforth be permitted to enter the Cotton Exchange.

In the East End the German and Austrian residents formed a defense battalion and defied the police and the crowds. A free-for-all street battle followed that extended for many blocks. Cart stakes, chairs, stones and other weapons were used, and there were dozens of broken heads.

The scenes of rioting in London extended particularly over the Bowend, Bromley, Stepney, Mile End, Lime House, North Kensington, Walthamstow, Poplar, Actno, Camdentown and Bethnal Green districts.

GERMAN RESTAURANTS WRECKED.

All of the German-owned restaurants on the Strand were closed, and the police called out to protect them, because of the threatening attitude of the crowds. By the afternoon of May 12, more than 100 shops owned by persons of Austro-German extraction had been demolished and looted. Petitions bearing 500,000 names demanded of the Government that it intern all Germans and Austrians of military age, at liberty.

The municipal authorities of Liverpool ordered that all saloons be closed in consequence of the anti-German riots there. The ringleaders of those disorders were let off leniently in court, but were warned that further outbreaks would be punished rigorously.

In dealing with the rioters the magistrate remarked: "It might be easily understood that in the first flush of the excitement following the torpedoing of the Lusitania, the people, particularly those who had relatives on the ship, might have been besides themselves. It could not be stated too emphatically, however, that the interests of the country demanded that such riots should not take place."

The sinking of the *Lusitania* and the manner in which the deed was hailed in Germany aroused strong feeling against Germans being allowed to continue doing business in Newcastle. A big crowd composed mainly of women paraded the streets, smashing windows in the establishments of German pork butchers.

In Washington considerable of a demonstration developed at the opening of the National Capital horse show over the selling by a group of young women of the kaiserbloom, the national flower of Germany. Patrons of the show trampled the flowers on the ground and several young women who were selling them for charity were ejected from the exhibition grounds.

FLOWERS OF A MURDERER.

"We won't wear the flowers of a murderer!" the people shouted. "It's a disgrace to try and sell them to us."

So indignant were some of the patrons of the show that they hurriedly left the grounds. Among those who are said to have gone away because of the situation are Mme. George Bak-hmeteff, wife of the Ambassador of Russia, and members of the Russian Embassy staff, who gave up a box engaged for the show.

Similar protests occurred throughout the business section of the city, where young women were stationed at every crossing offering the flowers for sale. Some persons bought the flowers without knowing what they were—others sharply criticised the young women, some of whom were of the best known families and undertook the work to gather funds for the Washington diet kitchen.

The flowers sold were artificial, made from starched cambric built around a wire like those worn on women's hats. They

were fac-similes of what is commonly known in America as the cornflower, and also as the kaiserbloom, the German national flower.

It seems that the women who wished to obtain funds for the diet kitchen bought the flowers without realizing the commotion that would arise. Then, too, they did not know that so bitter a feeling against Germany had come about because of the sinking of the *Lusitania*.

Girls were stationed throughout the city in the morning, and in the afternoon they prepared to reap a great harvest from the sale of the flowers at the Horse Show. They were on hand when the crowd began to arrive and disposed of many of the flowers before the time for the exhibitoin to commence.

TRAMPLED THE FLOWERS IN THE DIRT.

Word began to be passed around finally that the flowers really were the kaiserbloom, and that to wear them would be to wear the national flower of Germany. So the feeling grew to such an extent that some of the men and women tore the flowers from their buttonholes and trampled them in the dirt.

Protests were made to the managers of the show, and the girls who were selling the flowers were directed to leave the grounds immediately. This they did.

Some of the visitors obtained red and white artificial flowers, which they put beside the blue flowers in their buttonholes to represent the national colors of the United States. Among them was Perry Belmont, who had in his box the Ambassador of Italy. "I think this a very good solution of an embarrassing incident," Mr. Belmont said. "I'm an American." The largest New York crowds since the war began stood around the bulletins. Between 1,000 and 1,500 people on the average occupied the space in front of newspaper offices.

Many were there to urge that the only course for America was to declare war against Germany. The pro-German orators, a number of whom have not missed a day in front of the bulletin boards since the war began, held, on the contrary, that the sinking of the *Lusitania* was justified, and that the warning advertisement by the German Embassy relieved the German Government of all responsibility. These conflicting views led to a great many more fist fights than usually occur; but none of the clashes were serious.

CROWD AGAINST GERMANY.

It was probably the first day since the war began that the majority of the crowd was against Germany. Throughout the preceding months a number of Germans and Austrians of means and prominence made a regular practice of arguing the Teutonic cause. Under normal conditions the crowd was made up largely of debaters having a German accent. This was all changed. The prevailing opinion among the various groups of arguers remained the same, though their personnel changed as some left and others came, and the German sympathizers seldom had control of a single group.

The anti-Germans sometimes took the position that the United States should declare war on Germany at once, and sometimes that the country could not do any more than protest and that that would not make much impression on Germany. After the bulletin had gone up quoting Mr. Bryan to the effect that Americans at the time need not be advised not to "rock the boat," the Secretary's phrase was made much of by the advocates of peace.

"Don't rock the boat," was interjected frequently as a speaker demanded that we should go to war with Germany, but still more common even than this were the answering taunts:

“If you say you are an American and talk like that, you’re a mighty poor one,” or “If you go on like that you may find yourself in a detention camp before long.”

Extra policeman were stationed before the bulletin boards. There were more challenges than fights. Even when the will to fight was there, the jam was so tight that it was impossible to draw back an arm for a blow, and hostilities seldom got beyond light slaps, which proved nothing. In the evening, a score or more of women joined the debating groups, and some had their say quite freely. Occasionally, however, they fled before the uncensored language of a few of the debaters.

Everywhere the scenes were the same. There were tearful stories of friends who had gone abroad to give aid to sufferers in the hospitals and soldiers’ camps; of men on business bent; wives and children gone to meet husbands; writers who hoped to give to posterity enlightening tales of the terrible war, and babes who prattled on an ill-timed voyage. Eulogies were their fists. Many of these were not against war—but they were pronounced and stern men gritted their teeth and oftentimes against murder—and they deemed this murder.

CHAPTER III.

A NATION ACCUSED.

JURY ACCUSES EMPEROR WILLIAM GUILTY OF WHOLESALE MURDER—QUEENSTOWN A CHARNEL HOUSE—THRILLING STORIES OF HEROISM AND SUFFERING INTENSIFY FEELING OF SORROW.

SHOCKING as was the first news of the destruction of the brave *Lusitania* with its cargo of human freight, to men of the strongest minds and hearts, the fragmentary stories of survivors which flashed over telegraph wires; the incomplete picture of the horrors that confronted innocents thrown into the sea; the passing glimpses that were conveyed through words of the scenes in the hospitals, hotels and houses turned into morgues in the city of Queenstown—intensified the anguish, and oftentimes the anger, that was felt by those who had heard or read of the awful havoc.

The vision of those helpless, half clad, water soaked, shivering women, struggling over the piers at Queenstown from boats, sometimes holding a precious babe in arms, but more often moaning and calling for some lost soul; the pictures of men, white faced, disheveled and without clothes, giving help with little thought of self; the knowledge that rows of bodies of innocent babes and children lay calm-faced like dolls in strange houses of death—all these things added to the poignant grief which men with the spark of compassion in their souls exhibited.

And with it all, by some strange turn of fate, came the knowledge that those men best fitted to chronicle the last moment of the *Lusitania*—Elbert Hubbard, famed editor of the

Philistine, Justus Miles Forman, the short story writer, Chas. Frohman, theatrical magnate, Charles Klein, dramatist, Alfred Gwynne Vanderbilt and others—went to their graves.

But it required little art to impress the heinous crime upon the human mind, and out of the terrors through which they passed men and women were given the power to unfold tales of vivid truth. Not the least of these was the uncolored story as given by Captain W. T. Turner, of the ill-fated vessel, before the Coroner at Kinsale, Ireland, at the inquest held to fix the responsibility for the deaths of the innocent victims of the German submarine.

In a dramatic situation, not paralleled in the history of the world, a grave-faced jury heard the Captain's recital and in solemn deliberation adjudged a nation and His Imperial Majesty, Emperor William of Germany, guilty of murder. So judged the deliberators.

CORONER'S VERDICT.

"We find that the deceased met death from prolonged immersion and exhaustion in the sea, eight miles south-southwest of Old Head, Kinsale, on Friday, May 7, 1915, owing to the sinking of the Lusitania by torpedoes fired by a German submarine.

"We find that this appalling crime was committed contrary to international law and the conventions of all civilized nations.

"We also charge the officers of said submarine and the Emperor and government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world.

"We desire to express sincere condolences and sympathy with the relatives of the deceased, the Cunard

Company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."

Coroner Horgan, who conducted the inquiry, said the first torpedo fired by the submarine did serious damage to the *Lusitania*, but that, not satisfied with this, the Germans had discharged another torpedo. The second torpedo, he said, must have been more deadly, because it went right through the ship, hastening the work of destruction.

The characteristic courage of the Irish and British people was manifested at the time of this terrible disaster, the Coroner continued, and there was no panic. He charged that the responsibility "lay on the German government and the whole people of Germany who collaborated in the terrible crime."

WILFUL MURDER.

"I propose to ask the jury," he continued, "to return the only verdict possible for a self-respecting jury, that the men in charge of the German submarine were guilty of wilful murder."

Livermore, the ship's bugler, testified that the watertight compartments were closed, but that the explosion and the force of the water must have burst them open. He said all the officers were at their posts and that earlier arrivals of the rescue craft would not have saved the situation.

Captain Turner then testified. The Coroner asked him: "You were aware that threats had been made that the ship would be torpedoed?"

"We were," the Captain replied.

"Was she armed?"

"No sir."

"What precautions did you take?"

"We had all the boats swung when we came within the danger zone, between the passing of Fastnet and the time of the accident."

"Did you receive any special instructions as to the voyage?"

"Yes sir."

"Are you at liberty to tell us what they were?"

"No, sir."

"Did you carry them out?"

"Yes, to the best of my ability."

"Tell us in your own words what happened after passing Fastnet."

SPEED OF EIGHTEEN KNOTS.

"The weather was clear," Captain Turner answered. "We were going at a speed of eighteen knots. I was on the port side and heard Second Officer Hefford call out, 'Here's a torpedo.'"

"I ran to the other side and saw clearly the wake of a torpedo. Smoke and steam came up between the last two funnels. There was a slight shock. Immediately after the first explosion there was another report, but that may possibly have been internal.

"I at once gave the order to lower the boats down to the rails, and I directed that women and children should get into them. I also had all the bulkheads closed," Captain Turner continued. "Between the time of passing Fastnet, at about eleven o'clock, and the torpedoing, I saw no sign whatever of any submarines. There was some haze along the Irish coast, and when we were near Fastnet I slowed down to fifteen knots. I was in wireless communication with shore all the way across."

Captain Turner was asked whether he had received any

message in regard to the presence of submarines off the Irish coast. He replied in the affirmative. Questioned regarding the nature of the message, he replied: "I respectfully refer you to the Admiralty for an answer.

"I also gave orders to stop the ship," Captain Turner continued, "but we could not stop. We found that the engines were out of commission. It was not safe to lower boats until the speed was off the vessel. As a matter of fact, there was a perceptible headway on her up to the time she went down.

"When she was struck she listed to starboard. I stood on the bridge when she sank, and the *Lusitania* went down under me. She floated about eighteen minutes after the torpedo struck her. My watch stopped at 2.36. I was picked up from among the wreckage and afterward was brought aboard a trawler.

NO WAR SHIP IN SIGHT.

"No war ship was convoying us. I saw no war ship, and none was reported to me as having been seen. At the time I was picked up I noticed bodies floating on the surface, but saw no living persons."

"Eighteen knots was not the normal speed of the *Lusitania*, was it?"

"At ordinary times," answered Captain Turner, "she could make twenty-five knots, but in war times her speed was reduced to twenty-one knots. My reason for going eighteen knots was that I wanted to arrive at Liverpool without stopping, and within two or three hours of high water."

"Was there a lookout kept for submarines, having regard to previous warnings?"

"Yes, we had double lookouts."

"Were you going a zigzag course at the moment the torpedoing took place?"

"No. It was bright weather and land was nearly visible."

"Was it possible for a submarine to approach without being seen?"

"Oh, yes: quite possible."

"Something has been said regarding the impossibility of launching the boats on the port side?"

"Yes," said Captain Turner, "owing to the listing of the ship."

"How many boats were launched safely?"

"I cannot say."

"Were any launched safely?"

"Yes, one or two on the port side."

NO PANIC ON BOARD.

"Were your orders promptly carried out?"

"Yes."

"Was there any panic on board?"

"No. There was no panic at all. It was almost calm."

"How many persons were on board?"

"There were one thousand five hundred passengers and about six hundred crew."

By the foreman of the jury: "In the face of the warnings at New York that the *Lusitania* would be torpedoed, did you make any application to the Admiralty for an escort?"

"No; I left that to them. It is their business, not mine. I simply had to carry out my orders to go, and I would do it again." Captain Turner uttered the last words of this reply with great emphasis.

By the coroner: "I am very glad to hear you say so, Captain."

By a juryman: "Did you get a wireless to steer your vessel in a northern direction?"

"No." replied Captain Turner.

"Was the course of the vessel altered after the torpedoes struck her?"

"I headed straight for land, but it was useless. Previous to this the watertight bulkheads were closed. I suppose the explosion forced them open. I don't know the exact extent to which the Lusitania was damaged."

"There must have been serious damage done to the watertight bulkheads?"

"There certainly was, without doubt."

"Were the passengers supplied with lifebelts?"

"Yes."

"Were any special orders given that morning that lifebelts be put on?"

"No."

NO WARNING GIVEN.

"Was any warning given to you before you were torpedoed?"

"None whatever. It was suddenly done and finished."

"If there had been a patrol boat about, might it have been of assistance?"

"It might, but it is one of those things one never knows."

With regard to the threats against his ship, Captain Turner said he saw nothing except what appeared in the New York papers on the day before the Lusitania steamed. He never had heard the passengers talking about the threats, he said.

"Was a warning given to the lower decks after the ship had been struck?" Captain Turner was asked.

"All the passengers must have heard the explosion," Captain Turner replied.

Captain Turner in answer to another question said he re-

ceived no report from the lookout before the torpedo struck the Lusitania.

After physicians had testified that the victims met death through prolonged immersion and exhaustion, the Coroner summed up the case and the jury brought in its verdict.

With such evidences, corroborated by that of surviving passengers, there can be raised no question of doubt that the liner was struck without warning, that the captain stood by his bridge and his traditions to the last, that the crew gallantly upheld the honor of seafaring England, and that the passengers, from saloon to steerage, faced their peril with coolness remarkable in the circumstances.

LARGE NUMBER OF HEROES AND HEROINES.

In the composite, the survivors' stories picture a ship's company of close to 2,000 persons, which under the supreme test assayed a high percentage of heroes and heroines. Once the doomed vessel, listing far to its torpedoed starboard, had begun noticeably to settle, the incipient panic that followed alarm, impact and explosion was over.

No band was playing as the Lusitania yawed, pitched, and started for the bottom. In the narrative which has been pieced together many acts of individual bravery stand out.

There is a story of a surgeon who climbed aboard a crowded life raft and found there a boy with a broken thigh. The surgeon set to work methodically to improvise splints, while the boy, wishing to match the pluck of his elders, said he felt all right and wanted a "funny paper" more than anything else in the world.

On another raft was a stoker, one of his arms nearly torn off. A young Chilean physician finished the job and roughly

bandaged the crushed shoulder to the tune of Tipperary, sung by the Spartan out of the stoke hole.

One of the most complete stories comes from Dr. Daniel Moore of Yankton, S. D., the surgeon who set the leg of the boy who wanted a "funny paper."

"We had been in sight of land for three hours," Dr. Moore said. "About one o'clock, when we were still some twelve miles off the coast, I noticed the Lusitania was steering a zig-zag course. I went below and got my glasses. Through them, off the port beam, I could make out an oblong black object with four domelike projections. I thought it was about two miles away.

"Except for those domes it might have been a whale. At times the thing would race along above the surface, then it would dive and disappear. Other passengers had noticed the object. We took it for a friendly submarine. There were no other vessels in sight except a couple of fishing boats.

HEARD NO SECOND EXPLOSION.

"At 1.40 o'clock, still mildly interested in our convoy, I sat down to luncheon in the second saloon. Twenty minutes later there was a muffled, drum-like noise forward and almost immediately the Lusitania began to list to the starboard.

"We had been torpedoed, but most certainly, unless the submarine we saw had been speedy enough to run rings around us, the torpedo must have come from yet another vessel. I heard no second explosion.

"Of course, there was great excitement among the passengers. The women were soon quieted, however, by assurances that the Lusitania had probably struck a small mine. We all left the saloon in good order. On deck I had difficulty in walking owing to the list.

"With most of the other passengers I ran to the promenade deck, which was crowded. Looking over the side, I could see no evidence of damage. I started to return to my cabin, but the list was so marked I gave up the idea and remained on deck. Later, looking over the starboard rail, I saw the water had climbed to within twelve feet of the deck at one point.

"I went to look for a lifebelt and ran across a stewardess struggling with a pile of them in a rack. I helped her to put one on and took one for myself.

"By this time the ship was almost on its side and sinking by the bow. I saw a woman clinging to the rail near where a boat was being lowered. I rushed her into the boat and jumped after her. It was a twelve foot drop. The boat was heavily loaded, and when it dropped into the water we were almost swamped. Although we kept an even keel water came over the gunwales faster than we could bail it out with our hats.

BOY ASKED FOR FUNNY PAPER.

"I realized that we would sink soon, so I threw a keg overboard and sprang after it. A young steward named Freeman also used the keg for a support. A few minutes later we saw the boat swamped. After an hour and a half Freeman and I were picked up by a raft. There was a small boy aboard it with a broken thigh, and I did what I could for him. He kept asking if some one hadn't thought to bring a funny paper."

H. W. Taylor and his bride were on their honeymoon. Mrs. Taylor, hardly more than a girl, cried she would not be separated from her husband. The two were standing at the rail, near a lifeboat loaded with women. The Lusitania was settling.

"I won't go, I won't!" Mrs. Taylor was screaming. Her husband extricated himself from her desperate embrace, kissed

her, and dropped her into the boat. Before she could climb back to him he had cut the boat away. Something had happened in the engine room which made it impossible to reverse the propellers and check the liner's impetus. The boat fell astern, the bride hysterical.

Taylor tells the rest of the story himself—a story with a big surprise: "I stood at the rail waiting for the end," he said. "I knew it was no use to jump. I can't swim a stroke, and I had no lifebelt. So I went down with the ship. I died a dozen times before I came up out of the vortex. There was still enough life in me to be worth taking a chance. I got hold of a bit of wreckage. It went down with me. We came up again, went down again.

"Then somebody grabbed me by the hair. Other hands slipped under my arms and I was dragged into a boat. When I opened my eyes a woman's arms were around my neck. I looked up. It was my wife, sitting in the seat on to which I had thrown her."

WAITED FOR A LIFEBOAT.

Mrs. Martha Whyatt, 60 years old, recently widowed in New Bedford, Mass., and going to England to live, had a similar experience. "I couldn't reach a lifeboat, so I just waited," said Mrs. Whyatt. "It seemed I was drawn to the bottom of the sea when the ship went down. I don't want to remember the hideous things I saw under the water. I was pulled into a boat when I got to the surface—and after what I had been through I felt safer in comparison than I had felt on the *Lusitania* herself."

The Misses Agnes and Evelyn Wild, of Paterson, N. J., sisters, were at luncheon when the torpedo struck. They clung to each other, determined that nothing but death should sepa-

rate them. Together they were tossed into a boat containing thirty-six others. Agnes' arm was injured in the tumble.

"We saw some terrible sights after the *Lusitania* went down," she said. "They made me forget my own pain. After several hours we were met by a fishing boat with four men aboard. They towed us shoreward, intending to take us to Kinsale. A government boat picked us up later and took us to Queenstown. We were penniless, cold, and drenched to the skin. In shops here we were fitted out with hats and shoes without charge."

George A. Kessler, of New York, said: "Friday, about two hours before the *Lusitania* was attacked, we were about 390 miles from Liverpool. We were in the war zone, and were running at only eighteen miles at the critical moment. For the two days previous, as well as I remember, the mileage was 506 and 501, and on Thursday the mileage was 488. Friday I was playing bridge when a pool was put up on the day's run, and I heard twenty numbers go from 480 to 499.

SAW THE WASH OF A TORPEDO.

"Shortly afterward I was on the upper deck. Looking out to sea, I saw all at once the wash of a torpedo, indicated by the snakelike churn on the surface of the water. It was about thirty feet away. Then came the thud as it struck the ship.

"Mr. Berth and his wife, of New York, first class passengers, were the last persons I spoke to on the ship. About this time all the passengers in the dining saloon had come up on deck. The upper deck was crowded, and the passengers were wondering what was the matter, few really believing that the ship had been torpedoed. They began to lower the boats. I saw Berth help his wife into a boat. I fell into the same boat and we were slipped down into the water.

“About a minute after the boat struck the water, I looked up and cried out, ‘My God! the Lusitania is gone!’ We saw her entire hulk, which had been almost upright just a few seconds before, suddenly lurch over away from us. Then she



THE MOURNER.

From Chicago Herald.

seemed to stand upright in the water and the next instant the keel of the vessel caught the keel of our boat and we were thrown into the water. There were only about thirty people in the boat and I should say that all were stokers or third class passengers.

"When the boat was overturned, I sank fifteen or twenty feet and I thought I was a goner. However, I had my lifebelt around me and I managed to rise again to the surface. There I floated for possibly ten or fifteen minutes, when I made a grab at a collapsible lifeboat to which other passengers were clinging.

"We managed to get it shipshape and clamber in. There were eight or nine in the boat, six of them stokers. It was partly filled with water, and in the scramble which occurred, I should say, eight times, the boat righting itself each time.

"The boat was half filled with water. Although we baled feverishly we could not get the water out, and in addition the boat upset, throwing all of us into the water. Out we would go into the chilling water, only to right the craft, get a little water out of it, when it would capsize again.

"It may seem incredible, but it is absolutely true, that the little boat upset eight times before we were picked up. Long before this I had ceased to comprehend anything and acted mechanically.

"I have spoken of the six stokers. They were big, husky young fellows—strong as lions apparently. Those men were lying dead in the bottom of the boat when we were picked up, either through exhaustion or drowned, and only three of us were alive. One of these, like myself, was a pretty old man. I do not know how I stood those three hours—I will never know."

CHAPTER IV.

A DAY OF MOURNING.

THE UNKNOWN DEAD—NATIONS JOIN IN TRIBUTE TO MEMORY OF SUBMARINE'S VICTIMS—GRAVES RECEIVE 140 BODIES AT MAMMOTH FUNERAL—IMPRESSIVE AND SORROWFUL CEREMONY.

F AIR Queenstown, her eyes bedewed with tears, ministered indefatigably to the wants of the sad unfortunates she had taken in. With ever-ready sympathy, she toiled early and late to alleviate suffering among the living guests come so unexpectedly and to administer proper rites to those whom violent death had claimed.

Her rescue boats, manned by willing hands, sped to and fro on their errands of mercy—darting here, there, everywhere, that another human being might be snatched from the maw of the deep, or another poor, mutilated body—victim of the grim destroyer—might be restored to loved ones who were watching and waiting, hoping against hope.

And out of the chaos there gradually came the semblance of order and a realization that a strange people must assume the guardianship of what constituted a small village of the dead. Of these nearly one-half were unknown. On Monday, May 10, three days after the sinking of the ship, the dastardly crime against humanity was marked by the passage of a funeral cortege through the streets of Queenstown, such as has never before been witnessed in any community.

Reverently and mournfully Queenstown paid the honors of the nation to 140 bodies of the 1150 men, women and children

who lost their lives when the *Lusitania* was shattered and sunk by the German submarine.

The city did not sense the full horror of the *Lusitania* disaster until the funeral. Up to the time that the long stream of coffins began to disappear over the hill behind the town, there was about the affair, what with continued search for survivors and bustle about the morgue, something of the unusual and theatric. But when the funeral started, the realization came that each of these cheap coffins held a body and that in the Atlantic, less than twenty miles away, there were more than 1,000 more—all victims of a German submarine.

OVER THE HILLS TO THE CEMETERY.

With all shops and business suspended and only the tolling of bells and the dirges of bands to break the stillness of a perfect day, the cities of well-nigh south and east Ireland; their citizens private or official; their soldiers and their sailors, escorted plain brown coffins over the hills to the Sailors' Cemetery, in the peaceful valley just outside. But one had to know beforehand that those coffins were plain or brown, for they were draped in flags and hidden by masses of flowers, the gifts of officials and sorrowing private citizens.

Of those buried 76 bodies had been identified and 64 were unknown. Every effort had been made to learn who all had been in life, but that was impossible. Every train was met at the station, every one of the delegations arrived from every corporation of the country was asked to help if they could, but there was no result.

The 76 lie near the graves of the French sailors who perished off the coast in the sea battle with the fleet of Napoleon—the others share common graves, the little children together, except where mother and child were united in death, the women in

another, and the men still another. A whole company of British soldiers had dug three huge graves, each thirty by twenty feet, in which the unidentified dead were buried.

The dawn came cloudless and the sun rose on a city of grief. All night long preparations had been continued to make ready for the last event. The municipal officials, the representatives of the Admiralty, the military and officers of the Cunard Line, had exhausted every possible means to ascertain names for those dead, and to discover, if possible, more bodies along the coast near the scene of the wreck. A storm and a rising sea, however, had made this work fruitless.

UNABLE TO MAKE IDENTIFICATION.

The coffins of the 64 unidentified dead were filed passed by weeping men, women and children, who sought the last opportunity to see if there were among the dead those for whom they were searching. This delayed the funeral procession, the entire forenoon being devoted to last efforts to make identifications. As soon as the light permitted, officials of the Cunard Line sent photographers to take photographs of the unidentified dead in the morgue. All the known American dead had been embalmed. The bodies of these Americans and a number of British first cabin passengers were not included in the funeral. Arrangements were made to have the bodies of Americans transported to the United States. Sixteen members of the crew of the *Lusitania* were buried in a common grave with the unknown dead.

United States Consul Frost had labored without sleep for many hours, and, co-operating with the military attaches of Ambassador Page, had never ceased to try to find more Americans living or find names for more Americans dead. Lest some might possibly be overlooked, Ambassador Page took

twenty-five of the dead under his protection. They might not all be American citizens, but they either wore American-made clothing or some other mark; and it was conceded that the sister nation might claim them.

Therefore, these twenty-five coffins had been thrown around them the American flag; and shortly before noon squads of British tars collected them from the mortuaries and carried them through the streets to the Cunard offices on the water front, where they remained until the last journey began.

TRAFFIC STOPPED ON STREET.

The scene was most impressive as the bluejackets appeared in the streets. The thoroughfares were all crowded at the time. Although there was quiet, yet there had been some hurrying, some jostling, as men and women sought vantage points. But at the sight of the first flag-draped coffin, the multitudes stopped still. The men, as if at a signal, removed their hats and the women devoutly muttered prayers. The automobiles and the other vehicles in the street were checked, and it was in this almost deathlike silence that the American dead were passed along.

Not all of the American dead were in the little procession, however; a dozen or more were to be returned to the United States. Charles Frohman's secretary arrived from London to take charge of the body of his late employer. The bodies of Isaac F. Trumbull, of Bridgeport, Conn.; of Mrs. Henry MacDonald, of New York; of Charles H. Stevens, and Doctor F. S. Pearson; of Dr. Walker, Doctor Pearson's secretary; of Hugh Crompton, the 17-year-old son of the Booth Line's President; of the younger Pearl; C. T. Broderick, of Boston; Mrs. Spillman, of Detroit, were to be returned to the United States also. With them was to go the body of Mrs. R. D. Shymer,

once the wife of a British nobleman, but later married to an American.

The funeral services began at 10 o'clock in reality, although the burials were not completed until 3 in the afternoon. Then at St. Coleman's Cathedral, Bishop Browne, of Cork, celebrated a solemn high requiem mass in the presence of Admiral Coke, representing the Admiralty; General Hill, for the Army, and official representatives of the cities and towns of the district.

ALL BUSINESS SUSPENDED.

After the celebration of the mass, the funeral procession began with the British army band playing Chopin's funeral march, and marching through the crooked streets, past the Cathedral, which stands on the highest point in the town, and then took its course along an undulating country road, rising and sinking between green hills. Then it was that the shutters of all the shops were up, the curtains of all houses drawn, the wheels of all factories stilled and traffic suspended. Along the road country folk were clustered for the most part, perched on stone fences behind the soldiers who guarded the road the two miles to the cemetery.

Those waiting in the graveyard first heard the notes of the funeral march and then the sound of the muffled drums. A moment later the sun flashed on the band instruments, and the cortege took form in the distance. Not for more than an hour did it reach the lane bordering the cemetery, which it entered in the following order:

A major of the Royal Irish Infantry on horse, five members of the Irish constabulary and a group of Protestant churchmen. Then in black robes came thirteen priests and behind them were the hearses, draped with British flags, to the rear of which trudged the mourners, among them several American survivors.

The sailors from the steamship *Wayfarer*, which recently was torpedoed but made port, came next, and behind them members of the Corporation of Cork, headed by the Lord Mayor. A company of marines followed and then came sailors of British ships in harbor. Next were Captains Miller and Castle, attaches of the American Embassy in London, both dressed in khaki uniforms.

A party of British naval officers and Admiral Sir Charles Coke, of Queenstown, followed them. The Most Rev. Robert Browne, Bishop of Cloyne, rode in a carriage.

VARIOUS RELIGIOUS SERVICES HELD.

Conducted by Bishop Browne, the Catholic services were held first, the choir boys, bearing incense, appearing from a cluster of elms and going to the graveside. The Church of Ireland service, that is, the Episcopalian, followed, a participant being the Rev. Mr. Swan-Mason, chaplain of the battleship *Oceanic*, which was sunk recently in the Dardanelles, and finally the Non-Conformist rites were performed. As the last words of this service were spoken, the muffled drums rolled, and the familiar hymn "Abide With Me" swelled forth.

Sailors who had replaced the soldier pallbearers, lowered the coffins into the graves, and simultaneously the earth began to thud on the coffins.

These services in each case were concluded by a firing squad of soldiers or sailors, which fired a volley over the graves of those who perished—innocent victims of an act which has been denounced not as war, but as piracy.

Thus ends one unforgettable episode in the story of the slain. But the tale weaves on and on, borrowing detail linked to harrowing detail. No wonder that the heart of true civilized mankind swelled nigh to breaking with the sorrow and pity and

righteous indignation of a crime that reached to the nethermost corners of ocean-divided continents!

On May 12, twenty-nine additional bodies of those who lost their lives in the Lusitania disaster were found.

Undoubtedly the vigorous protest put up by Americans, among them F. J. Gauntlett, of New York, was responsible for the collection of many bodies, the added efforts bringing the number then recovered to 173. Mr. Gauntlett, Webb Ware, secretary to Alfred Gwynne Vanderbilt; Lindell Bates, brother of Lindon Bates, Jr., and others insisted that authorities make a systematic search for bodies.

BODIES PICKED UP FROM COVES AND INLETS.

As a result a tug sent out by the Admiralty returned bringing sixteen bodies picked up here and there afloat, ashore in the coves and inlets, and also brought word of ten bodies being at Baltimore and two at Queen's End Land.

In addition Mr. Bates obtained consent to have the thirty miles between Queenstown harbor and Kinsale divided into districts of five miles which were patrolled at least once a day.

The tug Polzee took the bodies to Queenstown, and a great crowd greeted them. Of the sixteen, three were babies, and instead of bringing them ashore wrapped and on stretchers, sailors carried them in their arms. The dispatches say the little ones retained the freshness and suppleness of life, as if death had not been painful.

As they came ashore the officers on the pier saluted, civilians lifted their hats and women wept. It didn't take long for nine of the sixteen to be identified. Little Betty Bretherton was turned over to her mother, who survived. She is the niece

of the Bishop of Cloyne, who heads the Roman Catholic diocese of Cork.

Mrs. Stewart Mason, of Boston, was speedily picked out, a bride of three weeks on her honeymoon. Mrs. Willey, of Chicago, who is the mother of Mrs. Robert Thorn, was identified by E. Johnston Preston. Mr. Preston was unable to discover about the neck of Mrs. Willey a pearl necklace she wore which was valued at \$30,000. Mrs. Condon was identified by papers found in her pocket.

BRAVERY OF AMERICAN MEN.

There were indications that the heavy death toll among the American men in the first cabin was due to a scarcity of lifebelts, many of them having given the life preservers they had obtained to helpless women. There is a preponderance of testimony that no American man got into a boat until after he had been thrown into the water.

Among the earliest arrivals at the offices of the Cunard Line was one of two surviving sons of an American family named Gardner, consisting of father, mother and two sons. They were on their way to New Zealand to engage in farming.

Young Gardner, sixteen years old, said that when the *Lusitania* was struck by the torpedo his mother fainted. In spite of all efforts to restore her, she did not revive and she sank with the steamship. The youth also went under, but came to the surface, and, seeing an upturned lifeboat, swam for it. He failed to get hold on this boat, but, seeing a boatload of survivors nearby, he swam to it and was taken on board. In this boat the youth found his father lying prostrate in the bottom in a collapse. Efforts to revive the elder Gardner were unavailing and he died.

The younger Gardner boy had disappeared when the vessel

sank, and the elder had no hope of ever seeing him again, but when he landed in Queenstown, he was overjoyed to find his brother. The two boys went to London together, where the younger was put to bed in an exhausted condition in a hotel near Euston.

The Cunard offices were besieged night and day by survivors and by anxious inquirers who arrived from London, Liverpool, Dublin, and other cities, where they had been expecting to meet friends and relatives arriving by the *Lusitania*. The only answers they got from the Cunard officials were to the effect that any whose names did not appear among the published lists of survivors must be assumed to have been drowned.

NEARLY ALL LACKED MONEY.

The telegraph offices were crowded also, and the clerks kept busy every minute sending messages or receiving telegraphic inquiries. The lack of money among virtually all of the survivors—many of whom had entrusted their valuables to the purser of the *Lusitania*, in whose safe these valuables still rest—was overcome by the Cunard officials, who undertook to send messages at their own expense.

Consul Miller had to make complete provision for most of the Americans. They not only lacked money, but the clothing with which they escaped was little better than rags. Captain A. M. Miller and Captain W. A. Castle, of the American Embassy at London, joined the Consul, and such Americans as were willing to leave started for London by the boats and trains at once.

Ambassador Page dispatched Captains Miller and Castle to Queenstown, with orders to aid American survivors. Mr. Page gave them blank checks signed by himself, in which to write any amounts needed to supply cash to Americans; also

to look after their wants even to purchasing clothes and paying hotel bills.

The Ambassador also instructed them to see that the bodies of Americans that reached Queenstown or any other point in Ireland were cared for until finally disposed of. The attaches of the Embassy were kept busy answering telephone calls of anxious Americans with friends or relatives aboard the *Lusitania*. American Consul Frost, at Queenstown, kept Mr. Page informed of the facts as fast as he got them. Mr. Page in turn advised the Washington Government.

The two embassy army Captains at Queenstown were instructed to gather every detail of the facts for the further enlightenment of Washington.

SYMPATHY OF THE LORD MAYOR OF CORK.

The Lord Mayor of Cork called Saturday after the disaster on the United States Consul at Queenstown, and tendered his own sympathy and that of the citizens of the city to the families and relatives of Americans drowned.

A special train left Queenstown Saturday night for Dublin, carrying many of the survivors who were able to travel. Many pathetic scenes were enacted at the railroad station, when persons who had lost relatives or friends went on board the train. Some of the survivors appeared still obsessed by the terrifying ordeal through which they had passed. Everything possible was done for their comfort by the people of Cork.

Every train for Kingstown and Rosslare carried complements of second and third class passengers and men of the crew. Most of the first cabin survivors, sadly few in number, remained in Queenstown temporarily, awaiting the arrival of friends and relatives in England and Ireland.

One of the first trains to arrive at Queenstown carried

attaches of the main Cunard line offices at Liverpool, including Captain William Dodd, the marine superintendent, and Dr. Duncan Morgan, the medical superintendent. The former busied himself with relieving the material wants of the surviving passengers and crew, and the identification of the dead, while the latter attended the injured, several of whom were suffering from severe wounds and shock.

The survivors were dispatched to their destinations as quickly as possible. The second and third cabin passengers who wished to go to London were sent by way of Rosslare and Fishguard, while those whose destination was Dublin or Liverpool, were sent by way of Kingstown; the Cunard Company sparing nothing to make these survivors comfortable. Several trains carrying survivors arriving in London were met at the railroad station by Walter Hines Page, the American Ambassador, and J. R. Carter and I. B. Laughlin, of the Embassy.

MANY WATCHERS DISAPPOINTED.

Among the anxious watchers destined to be sadly disappointed, at the London station, was Manuel Klein, the composer, brother of Charles Klein, the American playwright.

The trains which had arrived carried those who were virtually uninjured. They were clad in borrowed clothes and many carried lifebelts. One steerage passenger had a parrot which had perched on his shoulder when he climbed into a lifeboat.

Reports show that many of the Lusitania's lifeboats were picked up by rescuing steamers, coming at full speed from shore points, but in many cases, four and more hours elapsed before the rescuers reached the scene. In many cases the only work left for the rescue workers to do was to collect from the water the floating bodies of the dead.

A number of passengers were taken aboard trawlers, so much injured that they died before they could reach shore.

A considerable proportion of those received into Queenstown were members of the crew. These included Captain Turner, with the first and second officers. One hundred and seventeen stewards and stewardesses of the ship's complement were saved.

The loss of life caused by the torpedoes themselves and the explosions they caused was very heavy. The number of bodies taken into Queenstown afterward bore evidence of the havoc wrought by the submarine's missiles.

FIRST AT SCENE OF WRECK.

Captain David Murphy, of the trawler Stormcock, was first on the scene with a rescue boat. His story follows: "First of all I gathered in a lifeboat fifty-two persons, most of them women and children, and before I completed my load, I had twenty blessed youngsters aboard the old Stormcock. Several of them were without their mothers, but all were taken in charge before we reached harbor."

The little Stormcock brought in 150 persons.

The steamship Heron and two trawlers were assigned to gather up the dead. They returned to Queenstown with more than 100 bodies, of whom the majority were women. All were taken to the temporary morgue in the Town Hall as fast as recovered, and the Admiralty ordered that every effort be made to secure all victims.

The scenes on the quay as the survivors arrived were pitiful in the extreme. Women, wet and bedraggled, their faces lined with terror from the experience that they had been through, were clinging to men, many of whom wore only shirts and trousers. Nearly all were without shoes. Little children

clung to their parents and cried bitterly. Two little tots helped ashore an elderly lady who had been a long time in the water, and who collapsed on the pier.

Many women fainted on reaching the decks and when revived begged pitifully to be allowed to retain their lifebelts, as they were overmastered by the fear that the submarine would return to complete its work of destruction. A number died aboard the boat, and the scenes of grief and suffering became almost unbearable.

The first of the survivors to reach land arrived in Queens-town about 10 o'clock at night, and were immediately taken to hospitals. Two children were brought ashore clasped in each others arms. Among the dead were a number of American girls. Wrist watches worn by some of them had stopped at 3 o'clock, which indicates that death came soon after the sinking.

FLOATED FOR HOURS.

The body of Charles Frohman lay in a morgue, together with 50 other bodies of men, women and children. The face of the dead theatrical manager was placid and showed that he had been floating for hours before the body was picked up.

A pathetic sight was the body of Richard Matthews, of New York. Beside him was the body of Mrs. Matthews, a beautiful woman. She was placed beside him by chance, and it was only when the Cunard attendants who were sorting the bodies and ticketing their belongings and searching for possible clues of identification found cards and papers on both bodies, which made it certain that they were man and wife.

The bodies of Charles Frohman, Mrs. Henry D. MacDonald and Mrs. May Brown were taken in charge by the American Consulate.

The police took possession of \$50,000 in cash, many drafts and a considerable amount of jewelry found on the dead.

All day Saturday, in hotel corridors, halls and reception rooms, survivors sat listlessly still, too dazed to discuss what had occurred. They were dressed in a variety of garments. Some were crying softly; some were trying to force down beef tea and other nourishment. In front of the small Cunard line offices on the water front, a crowd surged, clamoring for news of father, mother, brother, or sister.

Further down the street, a crowd jammed the small telegraph office where three clerks and three operators strove desperately to kee abreast of the ever-growing stream of messages. Queenstown was almost as much dazed by the tragedy as those aboard the *Lusitania*.

EXPLOSION ALMOST DENUDED THEM

Many of the survivors were still dressed as they would have been if the disaster had occurred at night, for the explosion and the long struggle in the water virtually denuded them.

Captain Turner, of the *Lusitania*, appeared Saturday morning in civilian clothing donated by a local banker, who had extended the hospitality of his home to the commander. Later in the day he dressed in his water stained uniform, which had been dried, and walked with bowed head down the street, recognized by few among the crowds.

He was terribly broken down when he landed at Queenstown, Friday evening, but his first remark as he went ashore was one of quiet irony. "Well," he said, "it is the fortunes of war."

After a strong cup of tea and a short rest, he seemed to recover from his depression. He secluded himself during the

night in apartments over the Town Bank—but was able to be about Saturday. He displayed great grief.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship began to arrive at Queenstown Saturday to search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them. Many of the injured survivors were able to walk around the park fronting the harbor, clothed in borrowed garments, and with bandages on their heads or limbs. They talked little, but seemed stunned by the horror of the disaster. When they did speak to any one, it was to denounce the Germans for the attack upon the *Lusitania*.

IN THE WATER THREE HOURS.

Among the volunteer doctors, none was more busy than Dr. Howard Fisher, of New York, who was rescued after being in the water three hours.

Dr. Fisher numbered among his patients Lady Mackworth, of Cardiff, who suffered from the result of being a long time in the water; Lady Allan, of Montreal, who had a broken collar-bone, and Dr. Fisher's sister-in-law, Miss Dorothy Conner, who also is a cousin of Henry L. Stimson, ex-secretary of war of the United States.

Dr. Fisher, who is a brother of Walter L. Fisher, formerly Secretary of the Interior of the United States, was on his way to Belgium for Red Cross duty. He described his experiences: "When I heard the crash, I rushed to the port side. No officer was in sight. An effort was being made to lower the boat swinging just opposite the grand entrance. Women, children and men made a mad scramble about this boat, which was smashed against the side, throwing all the occupants into the sea.

"Then two big men, one a sailor and the other a passenger,

succeeded in launching a second boat. Much to my surprise, this amateur effort was successful. This boat got away and carried chiefly women and children.

"We then saw our first glimpse of an officer, who came along the deck and spoke to Lady Mackworth, Miss Conner, and myself, who were standing in a group. He said 'Don't worry, the ship will right itself.' He had hardly moved on before the ship turned sideways and then seemed to plunge headforemost into the sea.

"I came up after what seemed to be an interminable time, and found myself surrounded by swimmers, bodies and wreckage. I got on an upturned yawl, where I found thirty other persons, among them Lady Allan, whose collarbone was broken, while she was in the water.

"Another passenger on the yawl, a man whose name I did not learn, had his arm hanging by the skin. His injury probably was due to the explosion which followed. This arm was amputated successfully with a butcher knife by a little Italian surgeon aboard a tramp steamer which picked me up."

CHAPTER V.

THOSE WHO WENT DOWN TO DEATH.

LEADERS IN WORLD LOST TO WORLD—SLINKING TORPEDO NO RESPECTER OF NATIONS—SKETCHES OF SOME PROMINENT VICTIMS—THEIR TAKING WAS WANTON SLAUGHTER.

THE mere mention of some of those who sacrificed their lives that a Nation might satisfy its ambitions is not sufficient to give the world a vision of the loss it has sustained in the snuffing out of beings who have given much and had more to give to humanity.

Tributes have been paid to the bravery of Alfred Gwynne Vanderbilt and the fortitude shown by Charles Frohman, the theatrical magnate. But who were they?

Mr. Vanderbilt was the head of the great family which bears his name, and it is a matter of strange coincidence that Mr. Vanderbilt, when lost by the sinking of the *Lusitania*, was the holder of the largest share of the Vanderbilt millions, and that Col. John Jacob Astor, drowned when the *Titanic* struck an iceberg and went to the bottom of the Atlantic, held title to the bulk of the wealth of the Astor family.

Alfred Gwynne Vanderbilt was the second son of Cornelius and Alice Gwynne Vanderbilt. He was a grandson of William Henry Vanderbilt and a great-grandson of Commodore Cornelius Vanderbilt. He was born in New York October 20, 1877, and was graduated from Yale in 1899.

He came into his fortune by the terms of the will of his father, because of the breach which the marriage of Cornelius Vanderbilt, his elder brother, with Grace Wilson caused between father and son. To Cornelius were left \$500,000 abso-

lutely and \$1,000,000 in trust, and to Alfred Gwynne was bequeathed the bulk of the estate, which at that time (1899) was estimated at \$70,000,000.

He took possession of the second half of the great fortune in 1912, on the occasion of his thirty-fifth birthday. Prior to this, however, Alfred Gwynne Vanderbilt voluntarily gave to his brother Cornelius, for whom he had a great affection, the sum of \$6,000,000, in order that his share of the estate might be the same as was received under the will by their other brothers and sisters.

Mr. Vanderbilt was twice married. His first wife was Miss Elsie French, daughter of Francis Ormond French. They were wedded on January 14, 1901, in the Zabriske Memorial Church, New York, which they had attended together as children, and the match was considered one of the heart. Mrs. Vanderbilt obtained a divorce in 1908, the court awarding her the custody of their only son, William H.

MR. VANDERBILT'S SECOND MARRIAGE.

Mr. Vanderbilt's second wife, who survives him, was Mrs. Margaret Emerson McKim, daughter of Capt. Isaac E. Emerson, a wealthy drug manufacturer of Baltimore. She had obtained a divorce from Smith Hollins McKim, of Baltimore, in 1910.

The wedding took place at the Registrar's office in Reigate, a Surrey town twenty miles from London, on December 17, 1911. There are two sons by this union, Alfred Gwynne, Jr., born on September 22, 1912, and George, now about 9 months old.

As a student in college, Mr. Vanderbilt was popular, not because he was wealthy, but in spite of his wealth. One of his hobbies was coaching. Although he became an enthusiastic

automobilist as soon as automobiles were introduced in this country, he never gave up his great liking for coaching and he developed the sport until it became an art.

At his country place, Oakland Farm, Newport, R. I., one of the show places of that resort, Mr. Vanderbilt had the largest private riding ring in the world, and it was there that his horses were trained for public road coaching, as well as for private horse shows, amateur circuses and country fairs.

FOND OF COACHING.

Back in 1906, his coaches, Valiant and Volunteer, gained much fame in New York and at Newport. When he drove his coach Meteor from the Berkeley Hotel, Brighton, for his first trial run along the Brighton road in 1908, his party received an ovation along the entire route, and Mr. Vanderbilt said that the day had been the greatest day of his life. He later established regular daily runs out of London with his famous coach Venture, and people of society much enjoyed them. He won second prize in the park and tooling class at the coaching Marathon from Hyde Park to Richmond in 1912. He had an English home at Cæser's Camp, near Aldershot, in Surrey.

Mr. Vanderbilt was always intensely interested in horse shows and was a director of the International Horse Show Association. Prior to his first marriage, he took his place at a desk in the office of the treasurer of the New York Central and started on a campaign to master the intricacies of practical rail-roading. This was preliminary to entering into the councils of the road as one of its principal owners.

It was Mr. Vanderbilt who received a mysterious telegram just before the sailing of the ill-fated *Lusitania*, in which he was warned that the ship would be blown up. He laughed the matter off and sailed away to death.

Mr. and Mrs. Vanderbilt had one great bond in common—their fondness for horses. Horse shows always appealed to Mrs. Vanderbilt, and through them in days past young Vanderbilt managed to see much of her while the horses were on parade. She had a daringly original way of entertaining that fascinated him. Like him, too, she was not especially in love with formal society. Those who know the couple well say their marriage was ideally happy.

Mrs. Vanderbilt's greatest regret is that she laughed with Mr. Vanderbilt over the warning telegrams he received just prior to sailing, Mr. Crocker said. Neither of them appreciated the seriousness of the danger of the high seas, but Mrs. Vanderbilt blames herself for consenting to her husband's sailing at this time. Commodore Cornelius Vanderbilt is now the head of the family.

MANAGER AND PRODUCER OF PLAYS.

Charles Frohman, who went into the sea with Mr. Vanderbilt, to never return alive, was alone in his field as a theatrical magnate, manager and producer of plays. It was said of him that he did more for the upbuilding of the stage than any other man in America, and his story reads like a romance.

Producer of plays, manager of famous artists, business associate of the noted dramatists of two continents, potent force in the field of American and English theatricals, Mr. Frohman occupied for more than a score of years the leading place in the theatre, for his activities embraced two continents and indirectly affected the whole theatrical world.

No more splendid example of his devotion to his business and his enthusiasm to fulfil engagements already entered into could be found than that Mr. Frohman, when the *Lusitania* went down, was on his way to London to look after his inter-

ests. It was typical of him that he declined all words of warning in his resolution that his numerous affairs demanded his presence in London at this particular time.

In addition to theatres in this city and London, he was the manager of many prominent stars, including Maude Adams, John Drew, William Gillette, Marie Doro and many others.

Born in Sandusky, Ohio, about 1868, he moved to New York when fourteen years old, having followed his elder brothers, Daniel and Gustave, both famous later in the theatrical world.

He secured a place as night clerk in the office of the New York Tribune, and later he was day clerk, and selling tickets at night in Holley's Theatre, Brooklyn. At seventeen he went into the theatrical business for himself, taking a company presenting "Our Boys" to Chicago.

BEGINNING OF SUCCESS.

On November 18, 1888, he was in Boston with 50 cents in his pocket. He spent it to see the opening of "Shenandoah" . . . Before he went to bed that night, and without a single penny, he had bought the road rights for the play. That was the beginning of his success.

Afterward he joined forces with David Belasco, and still later with Al. Hayman, and the business arrangements entered into with Mr. Hayman in the early days of their struggles existed until Mr. Frohman sailed on the *Lusitania*. He made great sums of money on most of his productions, but, in later years, his greatest aim had been to secure artistic rather than financial successes.

During his career, Mr. Frohman produced more than 600 plays, and this world's record won for him the title of "The

Colossus of the Theatre," with one foot in London and the other in New York."

Always doing something different from what other people would do, Charles Frohman was never understood either by the public or the members of his own family. When he made his annual trips to Europe, he would wander down to the steamship pier just before sailing time, usually without baggage of any kind, but almost always with the manuscript of a play in his inside pocket.

Once when a friend asked him why he never carried a watch, he looked amazed at the question, for a moment, and then answered: "Everybody else carries a watch." It was typical of the man who always did things different.

OVER TWENTY-FIVE PRODUCTIONS IN ONE YEAR.

One season—and it was by no means his most active—he made twenty-five stage productions, employed 792 actors and actresses during a period of from thirty to forty weeks and was liable for salaries amounting to more than \$25,000 a week. Up to the close of the season of 1912, he had produced more than 600 plays altogether.

David Belasco, in association with whom Mr. Frohman made one of his last productions, wrote the following appreciation when it became certain Mr. Frohman's life was one of those sacrificed:

"I am heartbroken! My dear, dear old friend! My nearest and dearest friend! It is horrible to think that a man who was held in universal esteem and affection, who had the warm, open heart of a child, who gave employment to hundreds should have been done to death by such sheer brutality. There was and is only one Charles Frohman. He did more for the theatre than any other man. He was in touch with the authors of the uni-

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verse. He took America over to England and brought England back to us. He filled a unique position in all countries and belonged to the whole world which will grieve for him as I do now.

"If a long night's vigil and tears could bring him back, Charlie would be with us now.

"If this be war, to needlessly take a life so useful and so precious, then I would like the chance to put a musket to my shoulder and shoot down the mad fiend who conceived the vile idea"

As though she had not already suffered enough in the destruction of her beautiful cities and the devastation of her homes, Belgium was compelled to sustain an almost irreparable loss in the death of Madame Marie de Page, wife of Dr. Antione de Page, Surgeon General of the Belgian army.

SPECIAL ENVOY TO THE UNITED STATES.

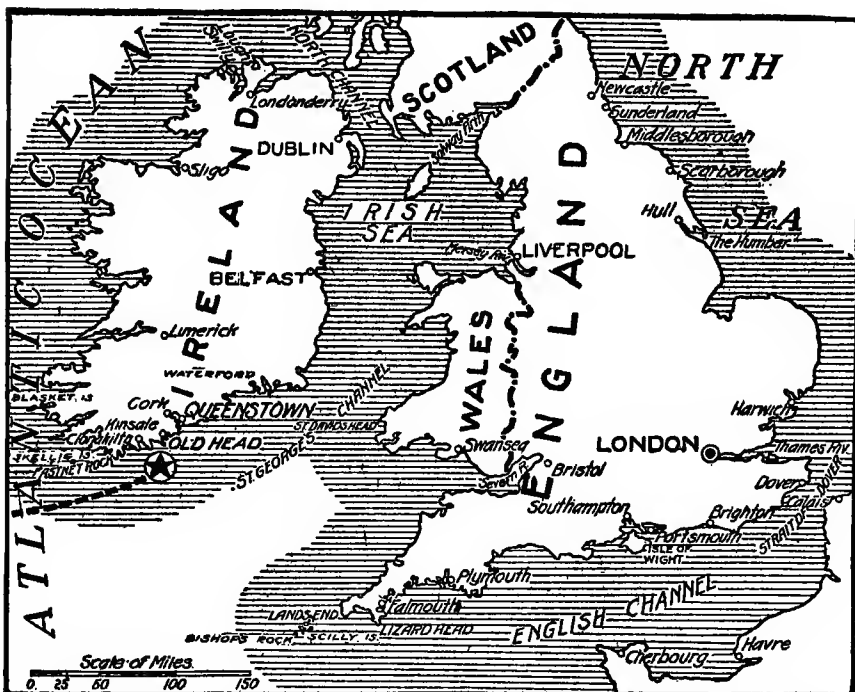
She was special envoy in the United States of the beloved King Albert and Queen Elizabeth of Belgium, and was instrumental in raising in America \$100,000 for the Belgian Red Cross. Her mission accomplished, she was returning home, choosing as the vessel of passage the ill-fated *Lusitania*. It was maternal love that led Mme. Marie de Page of Belgium to take passage on the doomed boat.

A few days before sailing she received a message that her 17-year old son would soon enter the Belgian army, and take his place in the trenches. For this reason she started homeward somewhat earlier than she originally expected.

In her ministrations to the sufferers in Belgium, those who came in contact with Madame Depage pronounced her the sweetest, most lovable woman they ever met. In the Belgian

hospitals near La Panne she performed those little kindnesses for the dying—Belgians and Germans alike.

She would write letters for stricken soldiers to their mothers. One day a German asked her, "Why do you do this for me? I am an enemy." "No," she replied; "to me you are



MAP SHOWING APPROACH TO THE IRISH SEA AND THE ENGLISH CHANNEL. SHADED PORTION INDICATES DANGER ZONE, STAR SHOWS WHERE LUSITANIA WAS SUNK.

just a wounded man who needs help." That typifies her whole spirit. Her mission was one of mercy, and she made no discrimination as to nationality.

In the death of Dr. Frederick Stark Pearson, of New York, who with his wife sacrificed to Germany militarism, the world

lost one of its greatest engineers. He was an authority on rail-roading and had handled projects in Europe as well as North and South America. He was born in Lowell, Mass., July 3, 1861. Mr. Pearson had residences in Great Barrington, Mass., Surrey, England, and Barcelona, Spain.

In 1894, Mr. Pearson became chief engineer of the Metropolitan Street Railway Company of New York, several new lines having been constructed under his direction. He designed the underground conduit construction necessitated by the city's traffic. He became consulting engineer of some of the largest street railway and power companies in this country, Canada, Great Britain and Cuba, and was president of rapid transit and power companies in Spain, South America and Mexico.

Another engineer sacrificed was Linden Bates, Jr., of New York, who was known in connection with the construction of the Galveston, Texas, embankment and an advocate of the sea level plan for the Panama Canal. After the disaster his father, Linden W. Bates, of New York, vice chairman of the Commission for Relief in Belgium, received the following message from the King of the Belgians:

"I learn with deep affliction of the death of your son, travelling to aid our distressful people, and express to you my most sincere sympathy.

"ALBERT."

What justification, what right had Germany to destroy such as these? What offense had they committed against humanity? Thus inquires the world and proclaims them taking murder?

CHAPTER VI.

STRANGE FATE OF ELBERT HUBBARD.

SCORED GERMAN EMPEROR WITH VITROLIC PEN—WROTE BEAUTIFUL TRIBUTES TO HEROES OF TITANIC—LAUGHED AT FEAR—OTHER WRITERS WHO SAILED TO DEATH.

IN the cowardly attack upon the fair Lusitania, the Kaiser's fighting men robbed the world of Elbert Hubbard, author, publisher and lecturer; but they could not rob it of the incomparable word pictures, gems of literature and wealth of treasures he left—nor the fame which he brought to East Aurora, New York, where his colony of Roycrofters have won fame for their work and their craftsmanship.

There, as a supplement to his magazine, "The Philistine," Elbert Hubbard issued a scathing indictment of Emperor William of Germany and his policy of militarism which permitted the devastation of Belgium, and which was destined to bring death to the writer and his wife. He said under the title of "Who Lifted the Lid off Hell?"—

If any one asks, Who lifted the lid off Hell? let the truthful answer be: William Hohenzollern.

"Bill Kaiser" has a withered hand and a running ear, Also he has a shrunken soul, and a mind that reeks with egomania. He is a mastoid degenerate of a noble grandmother. In degree he has her power, but not her love. He has her persistence, but not her prescience. He is swollen, like a drowned pup, with a pride that stinks.

He never wrote a letter nor a message wherein he did not speak of God as if the Creator was waiting to see him in the lobby. "God is with us"—"God is destroying our enemies"

—"I am praying our God to be with you"—"God is giving us victories"—"I am accountable only to my conscience and to God."

This belief that the Maker of the Universe takes a special interest in him marks the man as a megalomaniac; and the idea that the nations were "laying for him," is the true symptom of paranoia.

His talk of a Slav invasion is stale stuff, subtle and sly, to divert attention from his own crafty designs. His interest in farming was a pose—his encouragement of business a subterfuge.

Every farmer between 14 and 60 years of age has been drafted into the ranks to be food for vultures. Every farm horse that could carry a man or draw a load has been seized. All beef-cattle have been appropriated.

SAVINGS OF PEOPLE LEVIED UPON.

Every penny in every savings bank in Germany has been levied upon, and a "receipt" given to the starving holder. This loss of a lifetime's savings means death to multitudes of old people, to widows, children, invalids and cripples.

The money a man might have left to care for his widow, orphans, aged parents, is swept away in the maelstrom of blood. Old age pensions, sick benefits, and life insurance are only dreams.

We are told that the Kaiser kept the peace for forty-three years. True, just waiting for this stroke at world dominion.

Every male child born in that forty-three years who can now carry a gun, is taken from useful work, and made to do the obscene bidding of this sad, mad, bad, bloody monster.

In Germany no private individual can operate an automobile. All the oil and "petrol" have been seized to incinerate

the dead. No slab marks their resting place; no records of the slain are kept.

In Germany to-day, no bands play in the public parks; all savings banks are closed; commercial banks pay or not, as



HITHERTO NEGLECTED STUDY. *From Philadelphia Record.*

the war minister orders; all insurance companies—both life and fire—are bankrupt; colleges are turned into hospitals—all students are at the front; factories are closed; laboratories are memories.

All the progress of the last forty-three years lies a jumbled, tumbled mass of fears and tears in the dust and dirt of the gladiatorial arena. All the wealth gained in that forty-three years is already lost, dissolved in a mulch of festering human flesh.

Caligula, the royal pagan pervert, was kind compared with the kaiser. Nero, the fiddling fiend, with his carelessness in the use of fire, never burned property in all his pestilential career worth one-half that destroyed when the kaiser's troops applied the torch to storied Louvain.

What has been done before may be done again. The "Thirty Years' War" reduced Germany to cannibalism. The old and crippled were knocked on the head and eaten.

WOMEN DISTRIBUTED LIKE CATTLE.

The nunneries were turned into communes. Nuns, widows, girls were seized and distributed like cattle. Every soldier was ordered to take two wives, because the country must be re-populated. Women and children toiled in the fields like beasts of burden to raise crops to feed the people. Family names were lost, destroyed, forgotten. A new order prevailed. To commemorate the dead was a crime.

Why do the German people stand by the war lord? The answer is easy. It is a matter of the hypnotic spell of patriotism and the lure of the crowd, combined with coercion. We make a virtue of the thing we are compelled to do.

The marvelous recuperative power of the Teutonic people is proved by the fact that the German race was not wiped out of existence long ago, like the Incas of the Aztecs. The will to live was strong, and a new race was ours. Are we to go back to that black night of bloody medievalism?

Surely not! Our hearts are with Germany—the Germany of invention, science, music, education, skill—but not with the

war lord. The emperor does not represent the true Germany. He symbols the lust of power, the thirst for blood.

The crazy kaiser will not win. The wisdom of the world backs the Allies, and St. Helena awaits. It must be so. Germany will not be subjugated, but she will be relieved of a succubus that has threatened her very existence.

Oddly enough, Fra Elbertus, as he was familiarly known, was compelled to take unusual steps to begin his trip of death. A short time before he sailed it developed that he had tried to secure the pardon of the President of the United States, in order to have his civil rights as a citizen restored, and secure an American passport.

DEPRIVED OF CITIZENSHIP.

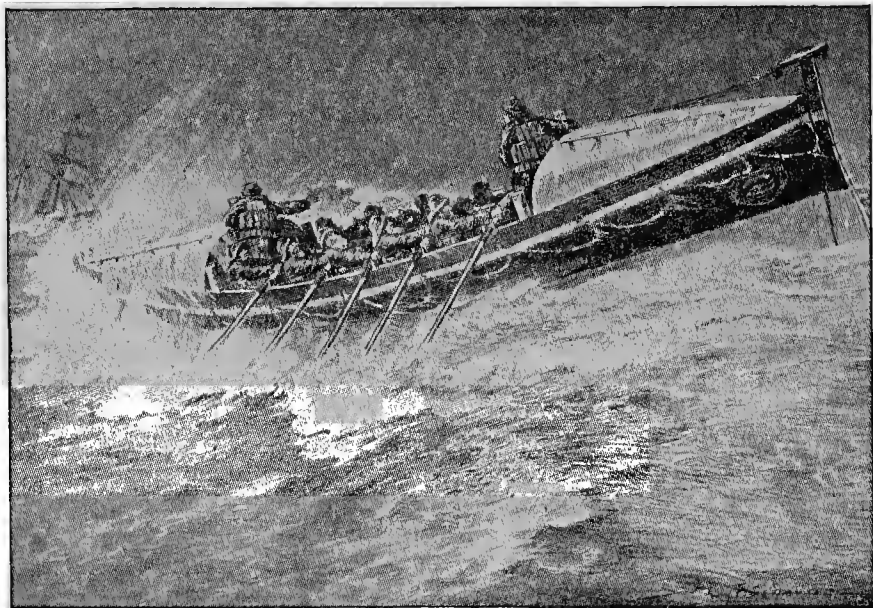
Mr. Hubbard, it was announced, had pleaded guilty in Buffalo, N. Y., to a charge of misuse of the mails in 1913, and was sentenced to pay a fine of \$100. The matter objected to appeared in his magazine. The conviction automatically deprived him of the rights of citizenship, and President Taft denied a pardon the same year on the ground that his petition was premature.

In April Mr. Hubbard called at the White House and told Secretary Tumulty that he wanted to go to Europe to write about the war, and pointed out that he could not obtain an American passport because of the conviction hanging over him. The matter was immediately taken up with Attorney General Gregory, and the pardon signed by the President.

His voyage was attended by a most singular prophecy. Standing on the deck, speaking to newspaper men, he said: "Speaking from a strictly personal point of view, I would not mind if they did sink the ship. It might be a good thing for me. I would drown with her, and that's about the only way I

could succeed in my ambition to get into the Hall of Fame. I'd be a regular hero and go right to the bottom."

Born in Bloomington, Ill., on June 19, 1859, Mr. Hubbard received only an elementary school education. His work was first printed and published by his own hands, because, he once explained, he could get no one else to do it. In later years his



A MODERN LIFEBOAT HURRYING TO THE RESCUE.

essays and sketches under the pen name of Fra Elbertus became widely known. Many of them appeared in his famous "Philistine," a small magazine, printed in an unconventional fashion, and containing chiefly bits of his own philosophy.

Later Mr. Hubbard founded the Roycroft Shop, at East Aurora, and for years published limp leather editions of the classics. These de luxe volumes soon became fashionable, and

built up for him a lucrative business. "The Fra" was a later publication, somewhat on the style of "The Philistine."

Strangely related to his death at sea and the destruction of the *Lusitania* are his tributes to the heroes of the Titanic disaster which appeared in "The Fra" in May, 1912:

"Words unkind, all-considered, were sometimes flung at you, Colonel Astor, in your lifetime. We admit your handicap of wealth—pity you for your accident of birth—but we congratulate you, that as your mouth was stopped by the brine of the sea, so you stopped the carping critics with the dust of the tomb.

"If any writes unkindly of you now, be he priest or plebeian, let it be with finger to his lips, and a look of shame into his own dark breast."

"HERE COMES A MAN."

So wrote Mr. Hubbard of John Jacob Astor, and so wrote he of William T. Stead, the man of letters who went down on the Titanic: "William T. Stead, you were a writer, a thinker, a speaker, a doer of the word. You proved your case; sealed the brief with your heart's blood, and as your bearded face looked in admiration for the last time up at the twinkling shining stars, God in pardonable pride said to Gabriel 'Here comes a Man!'"

That he died as he might have wished is manifest in this strange, almost prophetic concluding comment on the Titanic disaster:

"Happily, the world has passed forever from a time when it feels a sorrow for the dead. The dead are at rest, their work is ended, they have drunk of the waters of Lethe—these are rocked in the cradle of the deep. We kiss our hands to them and cry 'Hail and farewell—until we meet again!' But for the living who wait for a footstep that will never come, and all those who listen for a voice that will never more be heard, our

hearts go out in tenderness, love and sympathy. These dead have not lived in vain. They have brought us all a little nearer together—we think better of our kind.

“One thing sure, there are just two respectable ways to live. One is of old age, and the other is by accident. All disease is indecent. Suicide is atrocious.”

That the writer had little fear of death is indicated by one of his last letters to a friend in East Aurora in which he said: “The foreign authorities have been very kind to me. I will be given an opportunity to observe conditions as they are.

“Abroad I will represent myself, and I will edit my ‘copy.’ I intend to store it in my ‘bean,’ and in that way elude the censor. When I get back (if I do) I will give it to the readers of *The Fra* and *The Philistine* straight.

TO WRITE ABOUT WHAT HE SAW.

“I aim to be a reporter—not a war correspondent (raus mit der puttees). I will write about what I see; only that. I will return June 20 (perhaps). Before I go I want you to write me something—something more than ‘bon voyage.’ I want to hear from you.

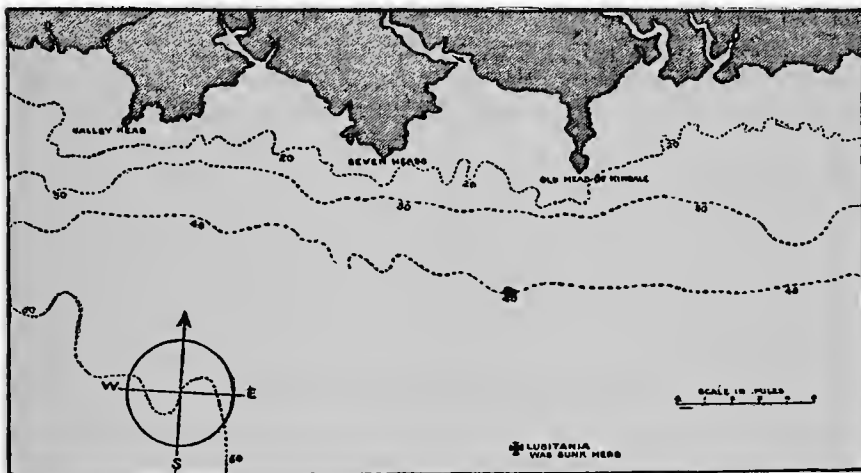
“I may meet a mine or a submarine over there. Or I may hold friendly converse with a stray bullet in the trenches. But in that event Felix agrees to take care of matters.”

Mrs. Hubbard who was lost with her husband, was a Miss Alice Moore, of Concord, Mass. She was also a writer and advocate of advanced thought.

A singularly dramatic incident in the tragedy is the death of another writer, Justus Miles Forman, because of his connection in the past two months with the present struggle in Europe, although he was all the time in this country.

Mr. Forman was so much impressed by the activities of

the hyphenated Germans in America in the early days of the war, that he decided to put them into a novel. Then it appeared to him that there would be no time to publish such a work before it might be stale. So he decided to make his first effort as a playwright in utilizing the material for the stage. He outlined the play, known as "The Hyphen," and read it to his friend, Edward Sheldon, who sent it to Charles Frohman in New York.



MAP SHOWING VARIOUS DEPTHS NEAR POINT WHERE LUSITANIA WAS SUNK, SHOWING HOW GERMAN SUBMARINES CAN LIE IN WAIT ON THE BOTTOM.

Mr. Frohman read the play one Friday, accepted it the next day, and on the day after he was engaging actors for the performance. Never before had any unknown playwright found such a ready market for his work.

The character of the work became in some way known to Hermann Ridder, editor of the *Staats Zeitung*, who sent Mr. Frohman a violent protest against its production. He demanded a copy of the scenario, which was sent to him. Then he desired a more detailed account of the contents of the work. After

learning its character he protested against the performances, said that the German American Societies were united to a man in opposition to the use of the activities of Germans in this country in fiction or on the stage, and declared that he would not in any way be responsible if the first night performance was interrupted by the expression of their disapproval.

A few plain clothes men were in the theatre when the piece was acted. There were some signs of displeasure, but there was no need of police interference. The play proved a finely written, but altogether undramatic work. After a few performances it was taken to Boston, but was acted there for only one week.

INTENDED TO BE A WAR CORRESPONDENT.

It was the failure of this play which decided Mr. Forman to go to Europe. He at first intended to be a war correspondent, but his arrangements to that effect were not carried out. But he had already made his plans to sail and when he learned that Mr. Frohman was going on the *Lusitania*, he took passage and thus it came about that he was lost through the activity of the country which he had shown in such an unflattering light in his play.

Charles Klein, whose life was also sacrificed to the German Gods of War, was the most successful of American dramatists. He wrote a dozen plays, any one of which would make a playwright famous. His other plays, written to suit particular actors, to meet a particular situation, or even written around a lithograph, numbers scores.

In the list are "The Music Master," "The Lion and the Mouse," "The Third Degree," "The Money Makers," "The Gamblers" and "The District Attorney."

Klein was born in London in 1867, and came to America

in 1883. His brother Alfred was an actor and preceded him. The brother got him a chance as a character actor—he never then thought of playwriting.

Being short, active, quick of motion and nervous, Klein could not get anything but character parts, but he succeeded fairly well in "Romany Rye," "A Messenger from Jarvis Section," "Little Lord Fauntleroy" and "The Schatchen."

The last—"The Schatchen,"—was brought out at the old Star Theatre, in New York in 1890 and 1891. It is of interest because Klein for the first time was set to work to doctor it up before it went on the road. It failed despite his efforts. It encouraged him, however, to try play-writing, and his effort was "A-Mile-a-Minute," a play for Minnie Palmer. This play went to England.

His next play was "A Paltry Million," followed by "El Capitan," for De Wolfe Hopper, and "By Proxy," for Al. Lipman.

In those early days Klein read plays for Charles Frohman, and he examined over a thousand plays and passed along ten or twelve for Mr. Frohman to read. Of these, three were presented—and not one scored a success.

Klein lived in New York for a long time, later moved to South Norwalk. He then went, in the days of his success, to England, and was there for years. One of his exploits that attracted much attention in 1909, was taking a taxicab from the Strand, London, for Edinburgh, then to Glasgow, by steamer, to Londonderry, and then through Ireland. He called the taxi-ride "an ideal vacation."

CHAPTER VII.

THE BLACK CRIME OF THE SEAS.

THE WORLD IN JUDGMENT CONVICTS GERMANY—WOULD MAKE NATION AN OUTCAST—TORPEDOING OF FAIR LUSITANIA AN OUTLAW ACT—THE CLIMAX OF CRIMES AGAINST HUMANITY.

ALL the world stood appalled when an iceberg sent the Titanic to the bottom. That was the littleness of men in conflict with the prodigious forces of nature. But—

When human beings, intent on destruction, premeditatedly sent another giant of the sea into the depths, and with it hundreds of innocent men, women and children into untimely and terrible graves—all the civilized world stood aghast at the crowning horror of horrors.

Characterized as plain, deliberate murder, racial and political differences alike were forgotten in expressions of condemnation and detestation.

Nations, rulers, statesmen, the worlds most prominent newspapers, noted men whom nations delight to honor—all united in a sweeping denunciation of the massacre and of those lords reeking with the blood of innocents. To find a parallel to the torpedoing of the Lusitania we must go back to those dark ages when the garrison and inhabitants of a captured city were indiscriminately put to the sword. Even after the sack of Louvain, the world was not prepared for the Lusitania tragedy.

The foreign press was bitter in its indignation, and in a scathing arraignment branded Germany guilty forever of an unspeakable crime. The Tribune de Geneve said: "How can our opinion remain neutral before such an abominable crime.

Precisely because we are neutral we protest with all our force against this premeditated act of piracy. The cup has overflowed."

"The mad and reckless actions of German submarines," said the 'Aftenposten,' of Christiania, editorially, "now has reached the culminating point. The whole world looks with horror and detestation on the event."

The "Morgenbladet" said: "The sinking of the Lusitania puts for the time being all other events in the background and arouses the whole world to a feeling of horror. The Germans have meant to terrify; they have terrified their friends and terror breeds hate."

The "Ekstrabladet" of Copenhagen, declared: "The catastrophe must fill the whole civilized world with horror. It is the ugliest, the most cruel result the war has yet reported."

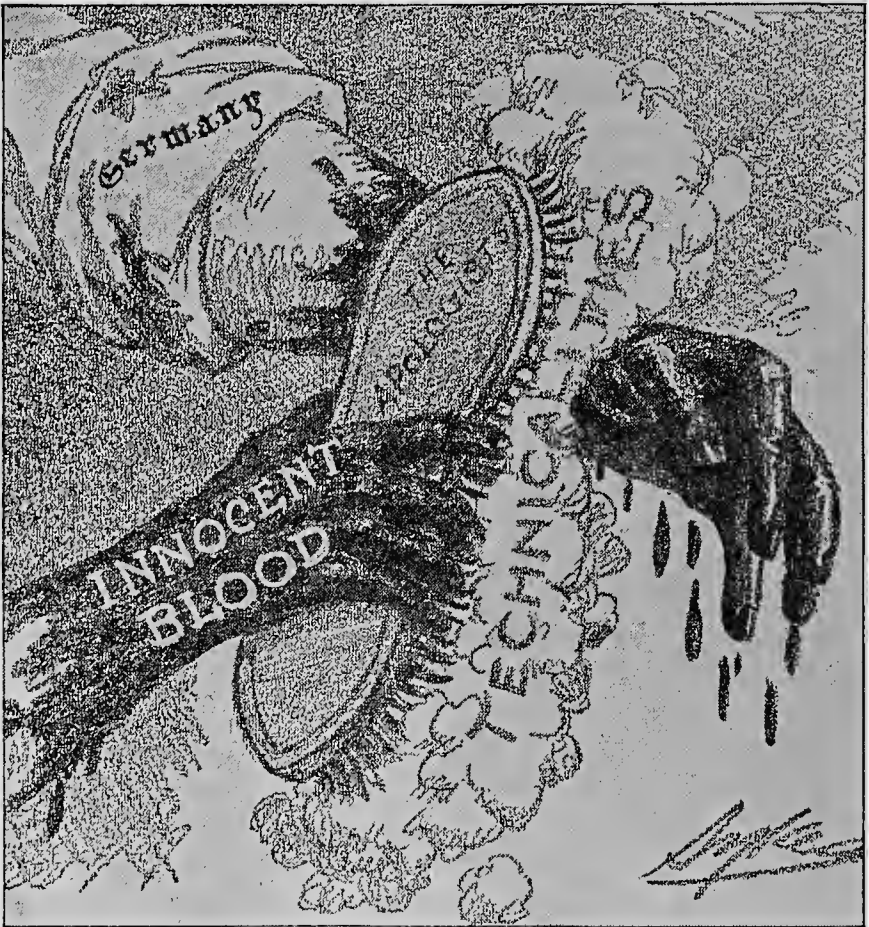
PREMEDITATED CRIME.

"The torpedoing of the Lusitania," says the Amsterdam 'Telegraaf' in an editorial, "was a deliberately staged reproduction of the Titanic disaster. It was a premeditated crime against a passenger ship on which were 1,917 non-combatants. It is no longer outrageous; it has become fiendish.

"Does there still exist something like conscience among the neutrals? The neutral powers remained silent when Belgium's neutrality was trampled upon, when the Germans carried out practices profaning international law, and when submarine assassins took their first victims. Will they now look on inactively? Only the spontaneous joint protest of the entire civilized world from which Germany has separated herself can be an answer to the latest provocation."

Pope Benedict was deeply impressed by the sinking of the Lusitania, and requested Cardinal Gasparri, the Papal Secretary

of State, to let him have all the particulars incident to the disaster. The Pontiff expressed horror at the destruction of the



NO USE.

From Philadelphia Ledger.

vessel and sympathy with the victims. He said he hoped the American Government would be able to make future disasters of the kind impossible.

The newspapers, without distinction as to politics, strongly criticised German methods in the sinking of the *Lusitania*. Even the " *Observatore Romano*," a Vatican organ, joined in the universal protest of the Italian newspapers over the destruction of the vessel. The " *Messagero* " declared that the sinking of the *Lusitania* was worse than a battle lost for Germany.

Gabriele d'Annunzio of Italy, the poet and author, expressed horror and indignation when informed of the torpedoing of the *Lusitania*. " Germany," said d'Annunzio, " is doing her best to array against her all the vital, healthy and youthful forces of the civilized world, which would rather perish than allow brute force and barbarism to triumph.

LAW, JUSTICE AND LOVE WILL REIGN.

" From this baptismal of blood, of which the travelers on the *Lusitania* were most innocent—but perhaps fruitful victims, as it may provoke the participation of America in the war—will reign law, justice and love on an indestructible basis, formed by the enlightened consciences of three continents."

The *Lusitania* " murder " was the sole topic in Paris, where deepest indignation was expressed. The general tone of the press is thus summed up by the " *Temps*:" " Let us have the courage to admit that from Germany's inhuman standpoint this crime is not useless. It may make some timid neutrals hesitate; it may strike the imagination of the feeble-hearted. But it only strengthens us in the sacred mission to save the world from the most relentless scourge that has ever devastated it."

The " *Journal Des Debats*," said: " The moment will come when the protestations of the human conscience will have their effect. Justice moves with heavy feet, but it manages nevertheless to find its hour.

“ One is compelled to-day to ask the question whether Germany is not seeking to antagonize all the world in order to have an excuse in the eyes of its people for the inevitable capitulation. The torpedoing of the *Lusitania* is a military exploit of the same quality as the burning of Louvain, and the destruction of the Rheims Cathedral.”

“ The deep indignation felt throughout Australia at the sinking of the *Lusitania* should find immediate expression in increased participation in the war,” was a statement contained in a resolution adopted at the conference of Australian premiers.

MURDER ON THE HIGH SEAS.

The conference also agreed to the suggestion of Premier Holman, of New South Wales, that a recommendation be made to the Imperial Government that Great Britain should not agree to any peace terms which do not guarantee that officers of the German admiralty responsible for the orders given submarines be handed over for trial before British juries, charged with murder on the high seas.

Canadian editors called eloquently upon the United States to avenge the massacre of American men, women and children. Many noted Britons denounced the sinking in terms that showed a depth of righteous wrath. “ This colossal crime will stain forever the reputation of its perpetrators,” said the Bishop of London.

The Chairman of the Cunard Company cabled his sympathy and his loathing of the “ murder.” “ I desire to send my heartfelt sympathy, in which all Cunard directors and managers join, to relatives and friends of the American passengers murdered by the German submarine. I am certain the whole civilized world is as one in its grief for the sorrow and suffering caused and in loathing for this treacherous attack on innocent

lives, so many of whom were women and children. Every possible step is being taken to relieve the immediate wants of the survivors at Queenstown after their terrible experience."

(Signed) A. A. BOOTH.

"What shall it profit a nation to gain the whole world and lose her own soul?" asked Israel Zangwell. "Germany by poisoning the air and water and destroying non-combatants has committed suicide as a great Power and become only a great scourge."

Cabled Commander Carlyn Bellairs, M. P.: "Countless tides will ebb and flow over the Lusitania before America and England will forget their dead, or forgive the authors of their sorrow, and the cry 'Remember the Lusitania' will ring from the Atlantic to the Pacific coast. If so, once again good will come from evil."

WHAT HAS AMERICA TO SAY OF IT?

The following message was received from the noted author, Hall Caine: "When, three years ago, the Titanic was sunk by an iceberg, and many hundreds of precious lives were lost, a great cry from the heart of humanity went up to God asking why the blind and merciless powers of nature had been permitted to overwhelm His children. Yesterday, of malice aforethought, deliberately, wantonly, the Lusitania was sunk by a submarine, many hundreds of innocent lives lost, and the crime which man committed against man was wilful murder. What Great Britain and the allies have to say of this murder is being said to-day in shot and shell. What has America to say of it—America as a nation? American widows and orphans are weeping, the world is waiting—and listening."

Alfred Noyes, the English poet, said: "The nation that can

murder women or children without aid of military purpose, is beyond the pale. It is the most inhuman crime committed by an inhuman nation," added Sir Gilbert Parker, the author and member of Parliament.

"International law has been, within the last ten months, more completely disregarded, cast down and trampled under foot than I think it ever was within the last four or five centuries," said Viscount Bryce, formerly British Ambassador at Washington, while presiding at a lecture on international law in London.

"Apart from the cruelties to the innocent population of Belgium, which has been subjected to worse treatment than that which befell combatants," he continued, "ships not engaged in warlike operations have suddenly been sunk and their crews drowned.

ENEMIES OF THE HUMAN RACE.

"The technical legal description of pirates was that they were enemies of the human race. They are everybody's enemies alike. They are wild beasts on the sea and a danger, not to one particular nation, but to all mankind, and neutrals will be just as much ultimately involved as are the nations at war."

Viscount Bryce added that the German idea that they could terrify nations was another of the numerous mistakes the Germans had made.

Many outbursts of applause marked one of the most ringing speeches David Lloyd George made in his whole career in which he referred to the infamies perpetrated by Germany in the course of the war, for the sinking of the *Lusitania* was felt to be perhaps the most wanton and inexcusable of all.

Although he made no direct reference to the United States, the Chancellor gave an American flavor to his speech, by ref-

erence to Dr. Dernburg's explanations to the American people and by the following parallel:

"In this war it is the nation that endureth to the end that will win. How long will the war last? That is a question asked of me repeatedly. That question was put to Abraham Lincoln, in another war, full of triumph, full of vicissitudes, full of moments of depression. 'When will this war end?' said some one to him, and his answer was, 'we accepted this war for an object, a worthy object, and the war will end when it is attained.'

"That must be the sentiment of every true-hearted Britisher to-day. Under God, I hope it will never end until that time comes."

COMMENTS OF FAMOUS LONDON NEWSPAPERS.

The following comments on the torpedoing of the *Lusitania* were printed in famous London newspapers: "It is not for Great Britain to speculate upon the course to be adopted by the United States Government, now that they are confronted with a situation which concerns that country as closely as it does Great Britain," said the *London Times*.

"The members of Mr. Wilson's ministry are the guardians of their national honor and the lives of their own people. Upon them rests a heavy responsibility, which we shall not seek to accentuate.

"If no life had been lost, the character of the sinking of the *Lusitania*, and the intentions which prompted it, would have remained unaltered."

"We find it difficult to understand how, with such warnings and such ample opportunities to take all precautions, the *Lusitania* was caught. The conclusion that the vessel's exact course must have been known to the captain of the submarine

is difficult to avoid, but uncomfortable to accept," declared The Post.

"Nothing the Germans have done will send so fierce a feeling of horror and indignation throughout the world," is the way the Daily News expressed it. "The sinking of the *Lusitania* raises for neutrals in its sharpest form the question of first importance, that they, and in particular the United States, are bound to defend the lives of their own subjects.

BRINGING THE MURDERERS TO JUSTICE.

"It is doubtless the hope of the enemy to convert the importance of their blockade into a reality by terror, but they have mistaken the temper of the people of these islands, and all men, whatever their nationality, for whom civilization has a meaning. Traffic of the seas will continue as though no Germans lurked beneath the waters to commit murder, and the task of bringing the murderers to justice and ridding the world of this horror of brutality will be carried on with sterner and fiercer energy."

"To destroy by deliberate aim one of the great floating towns which never cross the Atlantic without something like 2,000 lives in their keeping is to attempt in cold blood such a massacre of non-combatants as even the most ferocious conquerors have seldom perpetrated, save in heat," was the comment of the London Chronicle. "When Germans began sowing the long-lived floating mines in the Atlantic a shudder went through the civilized world on its realizing that the Olympic has come near to striking one. But nobody at that time in Germany or elsewhere ventured to suggest that the sailors of any civilized power would actually aim a torpedo to bring about such a catastrophe. Step by step since then the German Admiralty, like the General Staff, have progressed from infamy to infamy. From the notice circulated last week by the German Embassy

in the United States it is plain that this final crime was not the work of a particular submarine officer overtempted by an opportunity, but was done on express orders from Berlin."



From the Cleveland Plain Dealer.

THE LIGHT IN THE WINDOW.

"The sowing of illegal mines, the submarining of merchantmen, the butchery of fishermen, the Falaba case, the Lusitania case! It is a long and terrible list; on land the sacking of towns, the massacres of non-combatants, the use

of explosive bullets and of asphyxiating gas, the poisoning of wells with arsenic and with 'disease' develop a hideous parallel. A more drastic surgery will be needed for the cancer of German militarism than any wise prophet could have predicted."

The London Graphic said: "The exact details of the Lusitania incident in one sense are unimportant, but the broad fact is that a ship containing 2,000 non-combatants and neutrals was sent to her destruction with every prospect of an appalling loss of life. The real significance of this news is that such a deliberate affront to neutrals is the weapon of a nation that knows itself defeated."

PIRACY ON THE HIGH SEAS.

The Daily Telegraph made this comment: "Grand Admiral von Tirpitz will be a proud man—until he learns what 100,000,000 inhabitants of the United States think of his latest act of piracy on the high seas. What is our mental attitude to this latest tragedy of war? We are becoming benumbed to the sensation of horror. One incident of barbarism follows another in such quick succession that our minds have hardly time to take in the significance of all of the calculated crimes; we are filling so many thousands of homes with mourners, or to visualize the wholesale tragedy which is being enacted of the sinking of the Lusitania.

"They have sinned before, but they have now attempted an act of wholesale murder that affects not only ourselves, but the great English-speaking and live English-thinking people on the other side of the Atlantic. The sinking of the Lusitania is the crowning outrage. It is an act directed, not against us as belligerents, but at humanity."

The London Star tersely says: "In Dante's Inferno, there are nine circles, in the Kaiser's there are many circles. The

Belgian crime is a central circle; around it as the war went on, red circle after red circle was spread in awful waves. The world knows them all by heart. The Lusitania crime is only a new circle. It is no redder than the others. It is merely wider. It embraces the great free Republic of the United States, which has pledged itself to hold the red Kaiser to strict accountability. America is the best judge of her own honor. She has striven nobly to preserve her neutrality, and the red Kaiser has rained blows upon its fragile fabric. Will it bear this blow of blows? We shall see, but we are sure that the Germans have misread the American character, as fatally as they have misread the British character."

CHAPTER VIII.

HEROES IN THE FACE OF DEATH.

STORIES THAT REFLECT THE BRAVERY AND SUFFERING OF PASSENGERS—THE SUNSHINE BOY AN ORPHAN—WHOLE FAMILY WIPED OUT OF EXISTENCE—FLOATED TO SAFETY ON PIANO.

THE terror of violent death such as that which marked the tragic passing of the *Lusitania*, freighted with human souls, can never be expunged from the public mind. But out of the gloom of horror, comes rifts of light glorified by the heroism of those who went to a martyr's grave without a fear and without a quiver, or who escaped their threatened doom by an eyelash.

Each day following upon the heels of the disaster brought new and inspiring tales of unselfish heroism, valiant efforts and daring deeds to save others, and in the face of death a stoicism which all the world must applaud.

One survivor, Lady Mackworth, daughter of D. A. Thomas, the Welsh coal magnate, declared that when she returned from her cabin with a lifebelt the deck was inclined at a fearful angle, making it impossible to get about. She still was on deck when the vessel sank and was drawn down with it, but came to the surface and seized a board which was floating past.

She offered a corner of her frail support to a man who was struggling in the water, but he soon relinquished his hold. Lady Mackworth said she began to feel the effects of her immersion and must have lost consciousness, for the next she remembered she was floating with a deck chair under her. After another long interval, she again became unconscious and had no idea how

she got aboard the trawler *Bluebell*, which brought her to Queenstown. She had been in the water three and a half hours. Lady Mackworth said that while there certainly was some confusion aboard the *Lusitania* she thought the officers and crew acted very bravely.

Mr. Thomas, who was rescued with his daughter, told the following story: "As soon as the explosion occurred," said Mr. Thomas, "and the officers learned what had happened, the ship's course was directed toward the shore, with the idea of beaching her. There is a difference of opinion as to the number of torpedoes fired. Some say there were two, but my belief is that only one was launched.

PANIC-STRICKEN PASSENGERS.

"During the last few minutes' life of the *Lusitania* she was a ship of panic and tumult. Excited men and terrified women ran shouting about the decks. Lost children cried shrilly. Officers and seamen rushed among the panic-stricken passengers, shouting orders and helping the women and children into lifeboats. Women clung desperately to their husbands or knelt on the deck and prayed. Life preservers were distributed among the passengers, who hastily donned them and flung themselves into the water.

"In their haste and excitement, the seamen overloaded one lifeboat and the davit ropes broke while it was being lowered, the occupants being thrown into the water. The screams of these terrified women and men intensified the fright of those still on the ship. Altogether I counted ten lifeboats launched."

Both Lady Allen, of Canada, and her daughters Gwen and Anna were saved; Lady Allen sustaining only a slight injury to her back. Her daughter Martha spent an anxious vigil dur-

ing the entire night following the disaster, awaiting news of mother and sisters.

Commander J. Foster Stackhouse, bound for London, to join his wife and daughter, met death without a tremor. He was one of the world's leading oceanographers, explorer and head of the proposed British Antarctic Oceanographic expedition, which contemplated a seven-year trip to chart the southern seas. Commander Stackhouse came to America in the Summer of 1914, to seek assistance in the enterprise, and purchased the exploring ship *Discovery* for the purpose. The fruition of the expedition was delayed by the war.

ENTIRE FAMILY LOST.

The deaths of the entire Crompton family, of Philadelphia, were reported by Father Cowley Clark, of London, who was a colleague of the late Cardinal Newman: "I saw the Crompton family, of Philadelphia, all lost, including the father and mother and six children, ranging from six months to twelve years of age."

Paul Crompton spent a considerable part of his life in various corners of the world. He spent some time in the Orient and there learned the Chinese language. The extent of his travels are illustrated by the birthplaces of his children. Stephen, the eldest son, whose body was found, was born in Vladivostock, Eastern Russia; Catherine, 12 years old, was born in London; Alberta, 13 years old, was born in South America, and the other children, Romley 9, John 5 and Peter 9 months old, in Philadelphia.

One member of the Hodges family, of Philadelphia, little Dean, was at first thought to have been among those saved, although later advices included his name among the lost. His father, William S. Hodges, of the Baldwin Locomotive Works,

with all his family perished when the ocean flyer was torpedoed. The grandmother's life has been despaired of since the news of the loss of her son and his family.

Mrs. Craft told how devoted Hodges was to his family. After his return from China and Japan, he spent three months at home, and then left for Paris. He returned to take his family to the French capital and a business engagement he had made for May 10, forced him to take passage on the *Lusitania*.

No more lucid account of the sinking was given than that of Samuel M. Knox, President of the New York Shipbuilding Company, of Camden, N. J.: "Shortly after two, while we were finishing luncheon in a calm sea, a heavy concussion was felt on the starboard side, throwing the vessel to port. She immediately swung back and proceeded to take on a list to starboard, which rapidly increased.

ORDER WELL MAINTAINED.

"The passengers rapidly, but in good form, left the dining room, proceeding mostly to the A or boat deck. There were preparations being made to launch the boats. Order among the passengers was well maintained, there being nothing approaching a panic. Many of the passengers had gone to their state-rooms and provided themselves with life belts.

"The vessel reached an angle of about 24 degrees, and at this point there seemed to be a cessation in the listing, the vessel maintaining this position for four or five minutes, when something apparently gave way, and the list started anew and increased rapidly until the end. The greater number of passengers were congregated on the high side of the ship, and when it became apparent that she was going to sink, I made my way to the lower or port side, where there appeared to be several boats only partly filled and no passengers on that deck. At this junc-

ture I found the outside of the boat deck practically even with the water, and the ship was even further down by the head.

"I stepped into a boat, and a sailor in charge then attempted to cast her off, but it was found that the boatfalls had fouled the boat, and she could not be released in the limited time available. I went overboard at once, and attempted to get clear of the ship, which was coming over slowly. I was caught by one of the smokestacks and carried down a considerable distance before being released.

PICKED UP BY A LIFE RAFT.

"On coming to the surface, I floated about for a considerable time, when I was picked up by a life raft. This raft, with others, had floated free when the vessel sank, and had been picked up and taken in charge of by Mr. Gauntlett, of Washington, and Mr. Lauriat.

"It was equipped with oars, and we made our way to a fishing smack, about five miles distant, which took us on board, although it was already overloaded. We were finally taken off this boat by the Cunard tender Flying Fish, and brought to Queenstown, at 9.30."

F. J. Gauntlett, traveling in company with A. L. Hopkins, president of the Newport News Shipbuilding Company, and Mr. Knox, said: "I was lingering in the dining saloon, chatting with friends when the first explosion occurred. Some of us went to our staterooms and put on lifebelts. Going on deck we were informed that there was no danger, but the bow of the vessel was gradually sinking. The work of launching the boats was done in a few minutes. Fifty or sixty people entered the first boat. As it swung from the davits, it fell suddenly, and I think most of the occupants perished. The other boats were launched with the greatest difficulty.

“Swinging free from one of these as it descended, I grabbed what I supposed was a piece of wreckage, I found it to be a collapsible boat, however. I had great difficulty in getting it



CONTRABAND OF WAR!

From N. Y. Evening Sun.

open, finally having to rip the canvas with my knife. Soon another passenger came alongside, and entered the collapsible with me.

“While we were thus engaged, I noticed that the *Lusitania*

was gradually disappearing. Many women and children under the protection of men, were clustered along the lines of the port side. As the ship plunged, heeling to an angle of nearly 90 degrees, these people slid toward the starboard side, dashing against each other as they went, until finally the entire vessel was engulfed."

Charles E. Lauriat, Jr., a publisher of Boston, and Mr. Gauntlett succeeded in picking up thirty-two persons on their collapsible raft. Said Mr. Lauriat: "I saved the baby's pictures. They were my mascot. I also saved my passport and all drafts."

ON WAY TO LEARN FATE OF RELATIVES.

A party of Persians was on its way to the scenes of recent Turkish massacres to learn the fate of relatives. In the party were John Jacob Baba, Ala Vard Yohan, Envin Yohan, Aziz Ohanis, Nikola Waperalia, Stephen Ohan, Pera Saejis and George, Frank and Abraham Baba. Johan Jacob and Frank Baba alone were saved.

"It is a terrible blow to the Persians in Chicago," said Malik Hatam, of Chicago, "for on those lost we depended for news of the wives, mothers and sweethearts imperiled at home."

F. M. Lassetter, an officer of a Scottish regiment who was wounded early in the war, and had been on a voyage of three months to recover his health, was saved, together with his mother, by the saloon grand piano of the Lusitania, on which they floated for three hours.

Mr. Lassetter says that he came up near his mother after the ship went down, and sighted the piano floating with its legs up. He lifted his mother onto the piano, and then climbed aboard himself. They found the unique craft well above the waves, and perfectly seaworthy. The Lassetters were less ex-

hausted when taken aboard a trawler than most of those persons who had been in lifeboats.

"I was standing with T. B. King, a director of Brokaw Brothers, whose body I have just identified," said Mr. James J. Leary, "when I felt the shock from the first torpedo. The captain ordered an examination. On receiving the report he said in our hearing that he had closed certain bulkheads, which would render the ship seaworthy long enough to reach an Irish port.

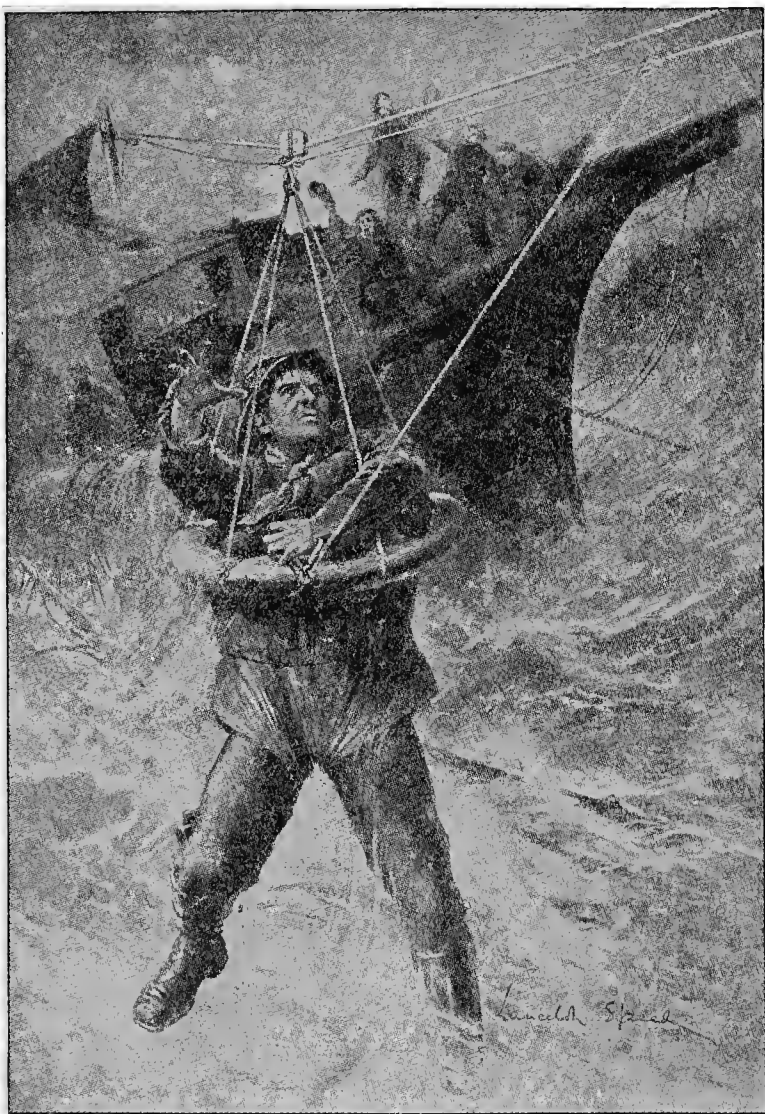
"Captain Turner had barely finished speaking when a second explosion was heard. Within five minutes I was in the sea, fighting to keep my head above the water."

MANY LIVES MIGHT HAVE BEEN SAVED.

R. J. Timmis, a Gainesville, Texas, cotton buyer, who was brought to Queenstown, declared that he believed a great deal of the loss of life could have been avoided had the stewards not gone about among the passengers assuring them that all was well and that there need be no fear of the ship sinking. Mr. Timmis said:

"I was dining on D deck when the Lusitania was struck. I rushed to my cabin for my lifebelt. Before I could adjust it, I gave it to a panic-stricken woman, a steerage passenger who had none of her own. I went to the port side, where I saw one of the lifeboats get away. I assisted the crew in lowering the next one, but it turned over and threw the sixty occupants into the water.

"At this time the stewards began rushing around the deck, crying: 'She's all right! She isn't going to sink! Get out of the boats!' Many of the people complied, and returned to the decks. Before they could get back into the boats the Lusitania was awash.



LIFE-SAVING APPARATUS AT WORK.

"I was submerged when she plunged under, but I am a fairly good swimmer, and was able to keep afloat. I swam for two hours, finally drifting near my friend, James Baker, from London, who shared a plank with me, on which he was floating.

"We were finally taken on board a damaged canvas lifeboat, which was in a sinking condition, but we managed to keep it afloat for another hour, when we were picked up by the trawler *Indian Empire*. It had eight other passengers on board, among them the woman to whom I gave my lifebelt."

EXCITING EXPERIENCE.

Clinton Bernard, a New York merchant, had an exciting experience, climbing into one of the *Lusitania's* overturned boats. He said: "Although it was a tremendous shock to everybody, there was not as much excitement as one would expect in such a catastrophe. It occurred so suddenly we had not much time to realize what was happening. When I saw the ship was sinking, I jumped overboard, just as I was. I had no lifebelt, but I picked up a bit of floatsam. Finally I got to an upturned boat and clung to that. Later, with some others who had swam to this boat, we managed to right it. Then we climbed in and started to rescue as many people as we could reach.

"The German submarine made no attempt to save anybody. We saw it for a moment just before it was submerged.

"The first torpedo struck us between the first and second funnels. The *Lusitania* shook, and settled down a bit. Two other torpedoes quickly followed and soon finished the ship. Four or five of our lifeboats went down with her, and the tremendous suction as the liner was engulfed, dragged many people down also.

"The noise of the explosion was not very great. The first torpedo burst with a big thud, and we knew that we were

doomed. We had floated about two hours in a small boat before the first rescue steamer arrived. Previous to this time some small shore boats and fishing smacks came along and helped us in."

H. M. Simpson was with Bernard and helped him to right the overturned boat, into which they climbed. He said that everything possible was done by himself and companions to save the drowning passengers, who were all about them, dotting the sea, like seagulls.

"I saw an object in the distance, and, thinking it was a vessel, hoisted a pair of trousers on an oar. But the vessel or whatever it was passed on. Finally a big trawler came and took us on board. Before I went overboard I handed lifebelts around in the saloon, but many of the people did not want to put them on, but ran on deck just as they were."

ON WAY TO JOIN BRITISH NAVY.

W. G. E. Meyers, of Stratford, Ont., a lad of 16 years, who was on his way to join the British navy, as a cadet, told this story: "I had just gone to the upper deck after lunch to play a game of quoits with two other boys. One of them, looking over the side, saw a white streak in the water and shouted: 'There's a torpedo coming straight at us.' We watched it until it struck with an awful explosion. Then we rushed to the boat deck. Just as we got there a huge quantity of wood splinters and great masses of water flew all around us.

"A second torpedo struck us about four minutes after the first. I went below to get a lifebelt, and met a woman who was frenzied with fear. I tried to calm her, and helped her into a boat. Then I saw a boat which was nearly swamped. I got into it with other men and baled it out. Then a crowd of men clambered into it and nearly swamped it.

“ We had got only 200 yards away when the *Lusitania* sank, bow first. Many persons sank with her, drawn down by the suction. Their shrieks were appalling. We had to pull hard to get away, and as it was, we were almost dragged down. We saved all the women and children we could but a great many of them went down.”

William Brown, of Alaska, another survivor, said he quickly decided not to join the rush for the boats. “ I came to the conclusion that a lifebelt was the thing for me,” he said, “ so I went to my cabin and secured one. With it on I slid down a long rope into the water. Subsequently I got into a boat.”

H. Smethhurst, a steerage passenger, was saved in the same way. He had put his wife into a lifeboat, and in spite of her urging refused to accompany her, saying the women and children must go first. After the boat with his wife in it had pulled away, Smethhurst put on a lifebelt, slipped into the water, and floated until he was picked up.

CHAPTER IX.

AN INDIGNANT PRESS.

SCATHING DENUNCIATION BY WORLD FAMOUS EDITORS—THE
VOICE OF A UNITED PEOPLE IN PROTEST—AMERICANS AS
ONE IN EXPRESSING OPINION.

THERE was no need of Kinsale's inquest and an official verdict of "Guilty!" in designating Germany an assassin and perpetrator of one of the foulest crimes on the seas. World-wide public opinion—that human tribunal of judgment before which each nation must stand—already had denounced the murder in unequivocal terms, and had proclaimed the most unparalleled atrocity ever committed by a civilized country.

Every patriot in the broad land of America lifted his voice in grief for those of her people who had perished, and in righteous anger condemned the cowardly slayer who had wrought the base deed.

Nowhere is the temper and judgment of the American people reflected more clearly than in the opinions of their press:

New Orleans Times Picayune: "Slaughter of American citizens in contravention of all laws of warfare has placed the United States in a position that is intolerable.

"We are not at war with Germany. Our people who embarked upon the passenger steamship Lusitania were going about their business, the business of neutrals. They were upon an unarmed vessel. They were wantonly done to death upon the excuse, it would seem, that the ship was carrying provisions to England. Germany even went to the sarcastic length of warning Americans not to travel on the ship, as if she expected a sovereign State of the first class to be terrified into abandoning

its plain rights under the laws of nations, because Germany, in her blood hate of England, had flung humanity overboard and had raised the black flag above the eagle. Americans were not turned back by the Kaiser's threats, and the same spirit should now actuate the government at Washington in insisting upon a rectification of such horrors in such a way that their repetition will be impossible."

New York Evening Post: "Germany ought not to be left in a moment's doubt how the civilized world regards her latest display of 'frightfulness.' It is a deed for which a Hun would blush, a Turk be ashamed and a Barbary pirate apologize. To speak of technicalities and the rules of war, in the face of such wholesale murder on the high seas, is a waste of time. The law of nations and the law of God have been alike trampled upon.

WARNINGS BEFORE SHIP SAILED.

"There is, indeed, puerile talk of 'warning' having been given before the Lusitania sailed. But so does the Black Hand send its warnings. So does Jack the Ripper write his defiant letters to the police. Nothing of this prevents us from regarding such miscreants as wild beasts, against whom society has to defend itself at all hazards.

"And so must the German Government be given to understand that no plea of military necessity will now avail it before the tribunal on which sits as judge the humane conscience of the world. As was declared by Germany's own representative at The Hague Congress, the late Marschall von Bieberstein, there are some atrocities which international law does not need to legislate against, since they fall under the instant and universal condemnation of mankind."

New York Tribune: "Every shred of international law, practice, tradition demands that the German Government

should disavow the act, punish the murderers, make such apology as can be made for what passes palliation. Questions of pecuniary damage, direct and indirect, should wait until the larger issue is settled."

Boston Transcript: "The torpedoing of the *Lusitania* was not battle—it was massacre. To destroy an enemy ship, an unarmed merchant vessel of great value and power, is an act of war; to sink her in such a manner as to send hundreds of her passengers, among them many neutrals, to their deaths, is morally murder, and no technical military plea will avail to procure any other verdict at the bar of civilized public opinion."

DELIBERATELY PLANNED MURDER.

Providence Journal: "Scores of Americans were murdered on the high seas by order of the German Government. Men and women, citizens of the United States, traveling peaceably on a merchant steamer, have been sent to their death by the deliberately planned act of Emperor William and his advisers."

Minneapolis Journal: "Germany intends to become the outlaw of nations. Perhaps we are yet to witness savagery carried to its ultimate perfection."

Denver Rocky Mountain News: "Mankind will hang its head in shame. It was not war. It is not England that suffers; it is not the relatives and friends of the dead that suffer only; the people of Germany will suffer for the deed."

Charleston News and Courier: "The destruction of the *Lusitania* has been accomplished, it now appears, with the most diabolically cruel deliberation. If this shall be established as a fact, there can be no question that the wrath of the American people will flame—and should flame."

St. Louis Republic: "A peaceful passenger ship carrying no freight, and going on her way crowded with human beings,

bent on errands of peace, has been destroyed on the high seas by the submarine of a nation at war with the nation whose flag she flew. The edifice of international law, that fabric reared by the efforts of statesmen through the centuries of war and peace, lies in ruins. For the moment there is no law of nations. Brute force rules.



THE NEW DRIEBUND. *From Philadelphia North American.*

The edifice of international law will be re-erected; new sanctions will be provided; the excesses of the very madness of world strife will be reprobated by the common conscience of the race. The more inexcusable the outrages of the present hour, the surer the reaction.



"GOD IS WITH US"

From Philadelphia North American

The New York Herald: "The civilized world stands appalled at the torpedoing of the Lusitania, with terrible loss of life—non-combatants, many of them citizens of neutral countries.

“In deciding the degree of guilt in murder, the first degree is the verdict if motive, malice and premeditation are proved. In this case Germany furnished the proof in advance of the crime. If ever wholesale murder was premeditated this slaughter on the high seas was. By official proclamation of an intention to disregard all rules of blockade and all international law, Germany declared that her submarines would sink every ship that sought to enter or leave the ports of the United Kingdom and of France.

“By official advertisement signed by the Imperial German Embassy at Washington, all passengers were warned not to take passage on British ships from the United States for England. By letter and telegram passengers were warned not to go by the Lusitania. The ship had been marked for the slaughter. The warnings were disregarded, but she was doomed from the minute she passed out of the three mile limit.

WANTON MURDER OF NEUTRALS.

“Henceforth is international anarchy to be the controlling factor in marine warfare? Henceforth is piracy on the high seas to be recognized and go unprotected and unpunished? Henceforth is the wanton murder of neutrals and non-combatant passengers to be treated as regrettable incidents and go at that?”

Philadelphia Public Ledger: “Only one word characterizes adequately the policy of Germany in this matter. That word is piracy. There is no shadow of excuse for it in military necessity. All the submarines in the German navy are not enough to cut Great Britain off from sea-borne supplies. The number of ships already sunk is a very small percentage of the total of British commerce. Even with the Lusitania a total loss, there is absolutely no justification for the attack. For the spirit that

dictated the attempt there can be only horror and contempt."

Many prominent Americans expressed their opinions.

Authorities on international law, statesmen, politicians,



"WE GAVE FAIR WARNING."

§From New York Herald.

Governmental officials, naval and military officers, students of economy, writers and authors and diplomats who ordinarily are loth to express opinions in matters affecting nations, did

not hesitate to flay Germany and its policy of militarism, which reached a climax in the attack upon the *Lusitania*.

Prof. George Trumbull Ladd, Yale's expert on Japanese affairs, who had been also an adviser to the Japanese government on matters of international importance, said it was time for the United States to order Germany to quit her policy of wholesale murder.

"There can be no doubt in the mind of any one who looks at this affair not simply from the moral point of view," declared Prof. Ladd, "but also from that agreed upon by civilized nations for the conduct of modern warfare. It is no different from or better than a deliberate act of wholesale murder, and every person who knowingly aided or abetted it, from the emperor downward, is, from both of these points of view, guilty as participant in the crime of wholesale murder.

CONTRARY TO INTERNATIONAL LAW.

Lorenzo Nlio, of New York, a specialist in international law, said: "The sinking of the *Lusitania* was entirely contrary to international law. A war zone, such as the ship is supposed to have been within when sunk, is a new invention for new conditions, and it is also outside the rules of international law."

Hannis Taylor, former Minister to Spain, and also an expert on international law, expressed the same opinion, in these words: "The destruction of such lives by the torpedoing of an enemy merchant ship on the high seas, without notice, or opportunity for the escape or removal of the passengers, is just as illegal under existing international law as the shooting of innocent citizens from ambush is illegal under municipal law. The giving of notice beforehand only aggravates the offense, as the fact of premeditation is thus put beyond all doubt.

"An attempt to enclose a part of the high seas, the common

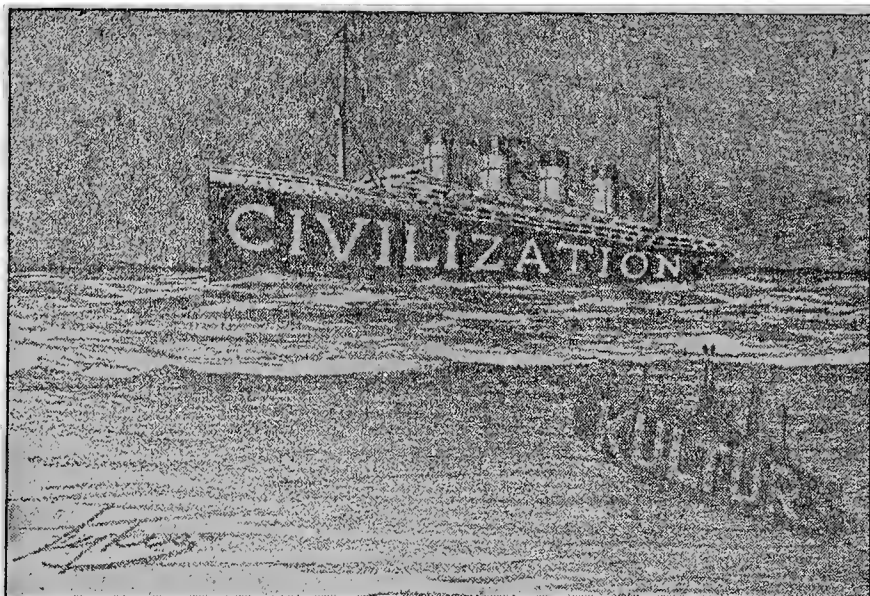


HIS PLACE IN THE SUN.

From New York Herald.

property of all nations, for war purposes, is also an aggravation, because an open defiance of international law."

James E. Shields, of the United States Senate, and formerly Justice of the Supreme Court of Tennessee, thus convicted Germany: "The sinking of the *Lusitania* goes beyond piracy, and is equivalent to deliberate murder. It has no justification in international or natural law. If submarines change the con-



AS THE WORLD SEES IT.

From Philadelphia Ledger.

ditions of warfare they do not change the rules of warfare, or the laws of war among civilized nations.

"The sinking of the *Lusitania* was equivalent to assassination from ambush. A submarine is a concealed engine of war and without notice it deals death to innocents and non-combatants, and makes no effort to spare the lives of the innocent or to help to rescue non-combatants who are perishing. By the

highest laws of humanity, and of nations, the crew of the submarine which sank the *Lusitania* could be tried for murder in any court of the world."

David J. Hill, former Ambassador to Germany, said: "When an appeal to the human conscience proves a vain expedient, it is necessary to resort to other means to preserve the rights of citizens and the honor of a nation. Failure to do so would be an act of self-debasement, too ignoble to consider for a moment.

"There are extremities of endurance that are revolting to our own better natures. The situation by which we are confronted is not chiefly one of legality, it is a question of the future of civilization."

The Rev. Dr. Leighton Parks, rector of St. Bartholomew's Episcopal Church of New York, of which Alfred G. Vanderbilt was a member, denounced the sinking of the *Lusitania* to his congregation as "one of the blackest acts that has been perpetrated by human beings." For such an act, the retribution meted out by this country should not be war, he said, but the ostracism of Germany as a nation—the severing of diplomatic relations with her, the abandonment of her interests in foreign countries, the marking of her as a pariah among the nations.

"Germany has committed an act which cannot be condoned," he declared, "and her attitude is such that there is little likelihood of her admitting the wrong she has done. Rather will she seek to justify it. Shall we, in that case, go to war? No; let our brother Germany be unto us as a heathen, one who has cut himself off from the congregation of Israel, and a publican."

CHAPTER X.

BUFFETED BY THE SEA.

STRANGE EXPERIENCES AND IMPRESSIONS OF SURVIVORS—ONE FAMILY BOUND FOR EUROPE TO HUNT MOTHER LOST IN ANOTHER DISASTER—SAY SUBMARINES CAME UP TO VIEW WRECK.

DEATH, even in its most terrifying form, delights to flaunt its grotesquesness in the face of man. It wreaks grim pranks upon its victims—toying with them as a cat would with a mouse—sometimes ending the terrible suspense with a mortal blow; sometimes relenting and presenting the victim with his life at apparently the very moment of doom.

The sinking of the *Lusitania* occasioned many of these odd, even freakish incidents in the struggle for life and safety.

Mrs. Guyer, wife of a Canadian clergyman, is alive after a most spectacular and horrifying experience. She had failed in getting into a boat and was on the deck when the sea covered the *Lusitania*. She struck out as soon as she touched the water. A moment later she was caught by an inrush of water into the top of one of the fallen funnels and into the funnel she went head first.

Occupants of a boat that was nearly hit by the funnel were horrified by the strange fate of the woman. In another instant they were amazed to see her shoot from the top of the funnel just before it went under. She was picked up and on shore restored to her husband who had been saved.

A remarkable case of aphasia—temporary lapse of memory—is noted in that of E. M. Collins, a Chicago business man. According to Mr. Collins, many passengers saw the torpedo coming

for the ship. Even when it struck nobody seemed worried. None of the passengers imagined that the explosion meant death for the ship and for a majority of the persons on board, for the shock was hardly perceptible. The effect was realized, however, when the great vessel began to keel over at an alarming rate. Mr. Collins said his own escape was almost miraculous, for he didn't know anything about it until he found himself in a boat on the way to Queenstown.

A PAIR OF TROUSERS FOR A SIGNAL.

The Rev. H. W. Simpson, a passenger in the second cabin, summoned assistance by the aid of a pair of trousers. He saved himself by clinging to an upturned boat. "After a struggle we filled this boat with all we could rescue," Dr. Simpson said. "We tied a pair of trousers to an oar and hoisted it as a signal of distress. A big trawler came along and took us aboard. When we were struck I was in the saloon. Lifebelts were handed around, but the people did not want to put them on, and they rushed off to the deck just as they were."

The *Empress of Ireland* tragedy was recalled by the Mounsey story:

Aboard the *Lusitania* were William Mounsey, his daughter and son-in-law, Mr. and Mrs. C. L. Lunn. Mrs. Mounsey was among those reported lost when the *Empress of Ireland* went down in the St. Lawrence River a year ago, but her body never was found. Surprising messages came recently from Liverpool. They told of a strange woman in an almshouse, who, in moments of rational thought, claimed to be a Mrs. Mounsey, of Chicago. She had a terrible dread of water. Mr. Mounsey and his daughter and son-in-law started for Liverpool in the hope of identifying and reclaiming their wife and mother.

Julian de Ayala, Consul General for Cuba, at Liverpool,

came ashore with a blanket and no trousers. He went down three times and was picked up by three different boats before being landed. While being interviewed he recognized a man named Currie, who waited at his table. Sitting beside him was a Greek lady dressed in a sweater and sailor's trousers. She was afraid her husband, who was unable to swim, had drowned. The woman referred to was Mrs. M. N. Pappadopoulo, wife of a wealthy Athenian. She saved herself by swimming a long distance.

The Consul-General said he was ill in his berth when the *Lusitania* was torpedoed. He was thrown against the partition of his berth by the explosion, and suffered an injury to his head and had flesh torn off one of his legs.

TRUSTED IN THE LORD.

The *Lusitania*, Mr. de Ayala said, had a heavy list to port before she sank, and great difficulty was expected in getting out the lifeboats. Captain Turner thought he could bring the crippled vessel to Queenstown, but she rapidly commenced to sink by the head. "Her stern went up so high," Mr. de Ayala added, "that we could see her propellers, and she went down with a headlong plunge, volumes of steam hissing from her funnels.

"I boarded three boats before I finally got off in safety," he said. "The only reason that I was saved was that I remained quiet and trusted in the Lord. I prayed that I might be spared for the sake of my three children, who are in the convent in Liverpool. I believe there were many on board who made no effort to get into the boats, believing that the steamship could not sink."

Neither Mrs. C. Murray, of New York, nor her brother was aware that the other had been saved until they met in a Queens-

town shop. Mrs. C. Murray said that she and her brother dived from the steamship when it sank, both being good swimmers. They lost each other after the boat went down.

Explaining how so many passengers were lost, Mrs. Murray said that the second sitting of the luncheon was in progress when the torpedo struck. The people could not believe there was any danger. Though some of them put on lifebelts, a majority of them remained in the saloon until it was too late to make their escape. Others were in the cabins, packing their baggage, when the end came..

"LET ME BURY MY BABY."

Mrs. Rose Lohden and her daughter, of Toronto, survivors of the disaster, told a pathetic story concerning two English women who were rescued by the boat in which the Lohdens left the steamer. One woman had buried her baby at sea. The other with an infant held tightly to her breast on being taken from the sea into the boat looked for a moment at the child's face and then said: "Let me bury my baby," at the same time placing the body in the water.

When the torpedo struck, said H. Smethhurst, a steerage passenger, a number of passengers on deck were talking in groups. Immediately some became frantic. Others tried to calm them, stating that the ship couldn't sink. Smethhurst put his wife into a lifeboat, and in spite of her urging refused to accompany her, saying that the women and children must go first. After the boat with his wife in it had pulled away, the husband put on a lifebelt, slipped into the water, and went down alongside the boat, floating there some time before he was rescued.

The hand of fate seemed to have especially planned the death of Harry B. Baldwin, president of the Austin, Baldwin

Co., freight contractors, and his wife, both of whom were among those lost. Four times in the three months preceding the disaster Mr. Baldwin and his wife prepared for a trip to Europe, and on every occasion an unforeseen chance made a postponement of the voyage necessary. Finally, when the *Lusitania* was announced to sail, Mr. Baldwin and Mrs. Baldwin found no obstacle in their path and sailed to their death. "Yes, I'll take a chance," were the last words of Baldwin, as he left his apartment at No. 11 East Sixty-eighth Street, when an elevator boy asked if he would risk the voyage.

ONLY ONE OF FAMILY SAVED.

Edith Williams, 11 years old, who went over with her mother, Mrs. Anne Williams, of Plainfield, N. J., and her five sisters, all ranging between 3 and 11 years, was the only one of her family saved. They were going over to join the father, Charles Williams, a machinist, who left Plainfield on the *Lusitania's* last trip east to accept a position in one of the munition factories in England. Miss Rose Howley, a Yorkshire girl, who had seized a rope attached to some wreckage, saw little Edith being swept by her and caught hold of the child's dress. A little later both of them were dragged into a lifeboat and Edith was cared for by several of the women survivors.

These experiences were described by Dr. Foss, of Montana: "With the exception of two British ships, which we sighted outside New York harbor, we saw no warships at any time during the voyage of the *Lusitania*. Some of my fellow-passengers told me that the officers received a number of aerograms on Friday morning, the day of the attack. I noticed an hour before the disaster occurred that the ship was taking a snakelike course; but she made only three or four turns and was



HERE I TAKE MY STAND,

From New York Herald

going quite slowly, probably little more than half her usual speed. 'The rear funnel was not smoking.'

Doctor Foss saw what he believed was a boat about a mile away toward the land. This object took a parallel course with the ship for a while, and finally disappeared. Describing his experience in the water after the ship had been attacked, Doctor Foss said: "I swam for 100 yards; but feared that I would be drawn down by the suction, and was glad when I reached a boat. It was filled with women.

BOAT CAPSIZED SEVERAL TIMES.

"The boat was leaking badly, and I urged the women to help me bale her out; but we had nothing to bale with except our hands. Before long the boat capsized. Most of the women grasped the upturned boat, and as we were nearly all on the same side, our weight turned it up. In trying to clamber in, the women capsized the boat again. Only after the boat had revolved in this way half a dozen times were the women who were left able to climb in again. They were splendid. I did not hear a cry from one of them."

Accounts differ as to the behavior of the German submarine after it struck its deadly blow. The statements of these eye-witnesses, therefore, gain additional interest: Mrs. R. Hill, of New York, said that after the second explosion a mass of wreckage came crashing on deck, crushing a crowd of men, women and children. The work of extricating these people from the debris was in progress when the women and children were called to enter the boats. The submarine came to the surface, the German flag was run up, and the vessel remained above water for ten minutes.

"A submarine rose to the surface and came to within 300 yards of the scene," asserted the Rev. Mr. Guvier, of the Church

of England's Canadian Railway Mission. "The crew stood stolidly on the deck and surveyed their handiwork. I could distinguish the German flag but it was impossible to see the number of the submarine, which disappeared after a few minutes." The Rev. Mr. Guvier believed that three torpedoes were fired at the Lusitania, the third finding its mark while the last boat was being lowered.

"Although it was a tremendous shock to everybody," said Clinton Bernard, of New York, one of the few first cabin survivors, "there was not so much excitement as one would expect in such a catastrophe. It occurred so suddenly we had not much time to realize what was happening. When I saw the ship sinking, I jumped overboard, just as I was. I had no life-belt, but picked up a bit of floa^tsam. Finally I got to an up-turned boat and clung to that. Later I and others who had swum to this boat managed to right it. Then we climbed in and started to rescue as many people as we could reach.

"The German submarine made no attempt to save anybody. We saw it for a moment just before it dived. The first torpedo struck us between the first and second funnels. The Lusitania shook and settled down a bit, and two other torpedoes quickly followed.

"Four or five of our life boats went down with her, and the tremendous suction as the liner was engulfed, dragged many people down also.

"The noise of the explosion was not very great. The first torpedo burst with a big thud, and we knew instantly what had happened. We floated about two hours in our small boat before the first rescue steamers arrived. Previous to this time some small shore boats and fishing smacks came along and helped us."

CHAPTER XI.

UNCLE SAM'S DECLARATION.

CLEAR AND UNMISTAKABLE WAS UNITED STATES CALL TO GERMANY—DEMANDED RECOGNITION OF AMERICA'S RIGHTS AT SEA AND OBSERVANCE OF RULES OF CIVILIZED WARFARE—PROTEST AGAINST SUBMARINE CAMPAIGN.

WITH a firmness which left no room for doubt as to its attitude in the matter of the unwarranted slaughter of innocent Americans by the German naval forces, President Wilson dispatched to Germany through Secretary Bryan, of the State Department, on May 13 (six days after the destruction of the *Lusitania*), a note of protest and warning, such as has probably not been issued by the United States since the formulating of the Declaration of Rights which brought freedom to this country.

With force and dignity, yet firmness that aroused every American's patriotic instinct and met with the approval of the most conservative and won the praise of statesmen in all countries, the Government uttered words that were heard around the world. The message which must for all time remain an integral part of American history was as follows:

"Department of State, Washington, May 13, 1915.

"The Secretary of State to the American Ambassador, at Berlin:

"Please call on the minister of foreign affairs, and, after reading to him this communication, leave with him a copy.

"In view of recent acts of the German authorities, in violation of American rights on the high seas, which culminated in the torpedoing and sinking of the British steamship *Lusitania*,

on May 7, 1915, by which more than 100 American citizens lost their lives, it is clearly wise and desirable that the government of the United States and the imperial German government should come to a clear and full understanding as to the grave situation which has resulted.

"The sinking of the British passenger steamer *Falaba* by a German submarine, on March 28, through which Leon C. Thrasher, an American citizen, was drowned; the attack, on April 28, on the American vessel *Cushing*, by a German aeroplane; the torpedoing on May 1 of the American vessel *Gulflight* by a German submarine, as a result of which two or more American citizens met their death; and finally, the torpedoing and sinking of the steamship *Lusitania*, constitute a series of events which the government of the United States has observed with growing concern, distress and amazement.

FREEDOM OF THE SEAS.

"Recalling the humane and enlightened attitude hitherto assumed by the imperial German government in matters of international right, and particularly with regard to the freedom of the seas; having learned to recognize the German views and the German influence in the field of international obligation as always engaged upon the side of justice and humanity, and having understood the instructions of the imperial German government to its naval commanders to be upon the same plane of humane action prescribed by the naval codes of other nations, the government of the United States was loath to believe—it cannot now bring itself to believe—that these acts, so absolutely contrary to the rules, the practices and the spirit of modern warfare, could have the countenance or sanction of that great government. It feels it to be its duty, therefore, to address the imperial German government concerning them with the utmost

frankness and in the earnest hope that it is not mistaken in expecting action on the part of the imperial German



From Philadelphia Record.

"A LETTER FROM THE PRESIDENT OF THE UNITED STATES."

government which will correct the unfortunate impressions which have been created, and vindicate once more the

position of that government with regard to the sacred freedom of the seas.

“The government of the United States has been apprised that the imperial German government considered itself to be obliged by the extraordinary circumstances of the present war and the measures adopted by its adversaries in seeking to cut Germany off from all commerce, to adopt methods of retaliation which go much beyond the ordinary methods of warfare at sea, in the proclamation of a war zone from which it has warned neutral ships to keep away.

RIGHTS OF AMERICAN SHIPMASTERS.

“This government has already taken occasion to inform the imperial German government that it cannot admit the adoption of such measures or such a warning of danger to operate as in any degree an abbreviation of the rights of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality; and that it must hold the imperial German government to a strict accountability for any infringement of those rights, intentional or incidental.

“It does not understand the imperial German government to question those rights. It assumes, on the contrary, that the imperial government accept, as of course, the rule that the lives of non-combatants, whether they be of neutral citizenship or citizens of one of the nations at war, cannot lawfully or rightfully be put in jeopardy by the capture or destruction of an unarmed merchantman, and recognize, also, as all other nations do, the obligation to take the usual precaution of visit and search to ascertain whether a suspected merchantman is in fact of belligerent nationality or is in fact carrying contraband of war under a neutral flag.

“The government of the United States, therefore, desires to call the attention of the imperial German government with the utmost earnestness to the fact that the objection to their present method of attack against the trade of their enemies lies in the practical impossibility of employing submarines in the destruction of commerce without disregarding those rules of fairness, reason, justice and humanity, which all modern opinion regards as imperative. It is virtually impossible for the officers of a submarine to visit a merchantman at sea and examine her papers and cargo. It is virtually impossible for them to make a prize of her; and, if they cannot put a prize crew on board of her, they cannot sink her without leaving her crew and all on board of her to the mercy of the sea in her small boats.

NO WARNING GIVEN.

“These facts it is understood the imperial German government frankly admit. We are informed that in the instances of which we have spoken, time enough for even that poor measure of safety was not given, and in at least two of the cases cited not so much as a warning was received. Manifestly, submarines cannot be used against merchantmen, as the last few weeks have shown, without an inevitable violation of many sacred principles of justice and humanity.

“American citizens act within their indisputable rights in taking their ships and in traveling wherever their legitimate business calls them upon the high seas, and exercise those rights in what should be the well-justified confidence that their lives will not be endangered by acts done in clear violation of universally acknowledged international obligations, and certainly in the confidence that their own government will sustain them in the exercise of their rights.

“There was recently published in the newspapers of the

United States, I regret to inform the imperial German government, a formal warning, purporting to come from the imperial German embassy at Washington, addressed to the people of the United States, and stating in effect that any citizen of the United States who exercised his right of free travel upon the seas would do so at his peril if his journey should take him with-



From Public Ledger.

I'M NOT ARGUING WITH YOU, WILLIAM, I'M JUST TELLING YOU.

in the zone of waters within which the imperial German navy was using submarines against the commerce of Great Britain and France, notwithstanding the respectful but very earnest protest of his government, the government of the United States.

"I do not refer to this for the purpose of calling the attention of the imperial German government at this time to the surprising irregularity of a communication from the imperial Ger-

man embassy at Washington, addressed to the people of the United States, through the newspapers, but only for the purpose of pointing out that no warning that an unlawful and inhumane act will be committed can possibly be accepted as an excuse or palliation for that act or as an abatement of the responsibility for its commission.

“Long acquainted as this government has been with the character of the imperial German government and with the high principles of equity by which they have in the past been actuated and guided, the government of the United States cannot believe that the commanders of the vessels which committed these acts of lawlessness did so except under a misapprehension of the orders issued by the imperial German naval authorities.

DISAVOW UNLAWFUL ACTS.

“It takes it for granted, at least within the practical possibilities of every such case, the commanders even of submarines were expected to do nothing that would involve the lives of non-combatants or the safety of neutral ships, even at the cost of failing of their object of capture or destruction. It confidently expects, therefore, that the imperial German government will disavow the acts of which the government of the United States complains, that they will make reparation so far as reparation is possible for injuries which are without measure, and that they will take immediate steps to prevent the recurrence of anything so obviously subversive of the principles of warfare for which the imperial German government have in the past so wisely and so firmly contended.

“The government and people of the United States look to the imperial German government for just, prompt and enlightened action in this vital matter with the greater confidence because the United States and Germany are bound together not

only by special ties of friendship, but also by the explicit stipulations of the treaty of 1828 between the United States and the kingdom of Prussia.

“Expressions of regret and offers of reparation in case of the destruction of neutral ships sunk by mistake, while they may satisfy international obligations, if no loss of life results, cannot justify or excuse a practice, the natural and necessary effect of which is to subject neutral nations and neutral persons to new and immeasurable risks.

“The imperial German government will not expect the government of the United States to omit any word or act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens and of safeguarding their free exercise and enjoyment.

“BRYAN.”

This note marked what was regarded as a crucial period in the history of the country, and for several days America and the world powers waited with tense anxiety for Germany's reply and the ultimate outcome of the international passage at arms.

The note was particular in keeping with the utterances of President Wilson, who in an address to 4,000 newly naturalized citizens in Philadelphia, on May 10, following the destruction of the *Lusitania*, said:

“The example of America must be an example, not of peace because it will not fight, but of peace because peace is the healing and elevating influence of the world, and strife is not.”

Germany's recognition of Uncle Sam's aggressive demands that brooked no denial or evasion, was indicated by the fact that all submarine operations which could in anyway affect United States citizens were suspended the moment that Uncle Sam evinced his disapproval.

CHAPTER XII.

WARNINGS AND PREMONITIONS.

GERMANY'S INSOLENT WARNING—WAS REGARDED AS BLUFF—
THOUGHT TORPEDOING OF BOAT IMPOSSIBLE—STRANGE PRE-
MONITIONS—FEAR SAVED MANY—STRANGE STORY OF A
BLACK CAT.

WHAT was Germany's defence for this outrage committed against America and human decency? What excuse had she for this reckless, brutal taking of innocent non-combatants' lives. Always the Germans' smug reply was, "We warned you—we gave you full warning." That, in their estimation, condoned all. Now, what was this warning; and what did it mean?

During the afternoon on which the Cunard Line steamship *Lusitania* steamed from New York, Saturday, May 1, 1915, carrying 1,400 passengers, many of whom were Americans, the following startling advertisement appeared in all New York newspapers:

Notice: Travellers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain or of any of her allies are liable to destruction in those waters, and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

Diplomatic circles in Washington were shocked to behold the official German signature.

Count von Bernstorff, German Ambassador to the United States, defied diplomatic convention by inserting in the newspapers this paid advertisement. Inasmuch as Count von Bernstorff had already made known the naval policy of his government through official communications to this government, Washington considered his direct warning to the people through the newspapers as a breach of diplomatic etiquette. The explanation later offered for the "Imperial German Embassy's" first warning created another sensation, and there were whispered mutterings of a well laid plot to torpedo the *Lusitania* before she reached her destination.

WARNED THE PUBLIC.

"We did it to ease our conscience—lest harm should come to persons uninformed," was the only statement forthcoming from the office of the German Embassy, when asked to explain the meaning of the public warning. "Another German attempt at bluff!" was the natural response to this "warning." To Americans it seemed unbelievable that any civilized nation would put into execution any threat directed at the lives of neutral citizens.

This view of the matter apparently was confirmed by a number of anonymous or "fake" warnings, addressed to *Lusitania* passengers. Americans—consistently above board in their dealings—attach no importance to anonymous communications. Only cowards, persons unworthy of notice, refuse to affix their signatures to what they have written, is the American opinion. Certainly the German Government, or any person affiliated therewith could not stoop to so low and unworthy a practice!

Just before the *Lusitania* left her dock, having taken on additional passengers ordered transferred from the *Cameronia*, several of the prominent persons aboard received telegrams at the pier signed by names unknown to them, and supposed to be fictitious, advising them not to sail, as the liner was to be torpedoed by German submarines. Among the persons who received telegrams was Alfred G. Vanderbilt. He destroyed the message without comment.

Charles Frohman received an anonymous warning prior to February 24, that the *Lusitania* would be destroyed on her fatal trip across the Atlantic. Friends urged the manager to take an American vessel, but he pooh-poohed their alarm. Even half a dozen later letters failed to stop him.

SHOWED NO CONCERN.

It was on February 24, the third straight night of a new production of his at the Garrick, Philadelphia, "A Girl of To-day," with Ann Murdock, which he had gone to inspect after its opening. Mr. Frohman, talking to some close personal friends, mentioned his contemplated trip on the *Lusitania*. They showed alarm for his safety and urged him to take an American boat. Mr. Frohman, however, showed no concern, even though, as he admitted, he had received a letter of warning. This he displayed. It was typewritten on fine stationery and mailed in Washington. It warned him of the destruction of the *Lusitania*, but was unsigned. Mr. Frohman put the letter back in his pocket, and brushed aside his friends' fears.

These warnings and the notice published over the signature of the German Embassy, had little effect on the traveling public. Of these warnings, Charles P. Sumner, general agent of the Cunard Line, said at the time: "The Germans have been trying to spoil our trade for some time, but never until to-day

have they manifested such an actively friendly desire to put us out of business. I anticipate that from this time on every German method that can be devised will be used to keep people from traveling on our ships.

"The fact is that the *Lusitania* was the safest boat on the sea. The liner had a speed of 25 1-2 knots, and was provided with usual watertight bulkheads. The boilers of the vessel are in the middle of the ship, and next to these are the coal bunkers, thirty feet deep. She is too fast for any submarine. No German vessel of war can get near her. She will reach Liverpool on schedule time, and come back here on schedule time, just as long as we care to run her in the transatlantic trade."

CONSIDERED IT A JOKE.

"Its the best joke I've heard in many days this talk of torpedoing the *Lusitania*." So said Captain W. T. Turner, commander of the *Lusitania*, and member of the British Royal Naval Reserve, as he joined the throng centered around Mr. A. G. Vanderbilt, just before the vessel was ready to cast off her lines. Mr. Vanderbilt had been in conversation with a reporter and Captain Turner, on recognizing him, came up to shake hands. As he did so the question came up about the warning which had appeared in the morning newspapers that day, signed by the Imperial German Embassy, and thought by many to be directed particularly against the *Lusitania*.

Captain Turner's eye swept the trim deck lines of his vessel and then over the animated scene on the pier, where thousands of persons had gathered to bid goodby to the immense crowd which had booked passage on the pride of the Cunard line fleet. His face wreathed in smiles. With one hand on Mr. Vanderbilt's shoulder, and the other waving in the direction of the crowd, he said:

"Do you think all these people would be booking passage on board the *Lusitania* if they thought she could be caught by a German submarine?" Both laughed heartily, then Captain Turner continued: "Germany can concentrate her entire fleet of submarines on our track and we would elude them. I have never heard of one that could make twenty-seven knots. We can do that, and we are willing to show them when the opportunity arrives."

"The *Lusitania* is a big target, though," said Mr. Vanderbilt.

"Yes, and a fast one, as we shall show if they desire to attack us," replied Captain Turner.

Mr. Vanderbilt's eyes lost their twinkle as he said: "Your speed would not amount to much, however, if they managed to sneak up on you."

GO FASTER THAN A SUBMARINE.

Still Captain Turner laughed: "Except when we are entering port," he rejoined, "we shall be going faster than any submarine can travel; therefore they are not likely to sneak up on us." He exchanged a few pleasantries and moved away in the direction of the bridge, showing in his jaunty stride and erect shoulders that he believed all he had said—that the *Lusitania* although liable to the perils of the sea like any other craft, was practically immune to the danger of submarines.

In the main saloon was a group of persons distinctly theatrical. Chief among their number were Charles Frohman and Charles Klein, theatrical producers, and Mr. Justus Miles Forman, the playwright. Many persons prominent on the stage and its allied industries were on hand to bid them goodby.

Here too, as in many other groups both on the pier and on board the vessel, the probability of an attack by a submarine

was the main topic of conversation. Mr. Frohman and Mr. Klein were laughing about it when they were asked if they had received any of the anonymous telegrams. They said they would post odds of one thousand to one that the Lusitania would come out best.

A few feet distant was Lady Mackworth and her father, Mr. D. A. Thomas, the Welsh coal mine owner, and said to be one of the wealthiest men in Great Britain. They had been in America several weeks, and more than a score of friends had come aboard the vessel to see them before they left.

BALMY MID-JULY WEATHER.

It was an ideal day. The air was balmy and the sun shone with mid-July warmth as preparations were made to back the Lusitania out into the stream. So clear was the atmosphere that the ensigns floating on the German vessels interned at Hoboken could be distinctly made out. The contrast was marked in the animated scene on the Cunard pier and the death like pall which hung over the German piers on the opposite side of the river.

It was reminiscent of the days before the war on the Cunard pier. With 1,400 passengers on board the vessel and more than 3,000 on the pier, one would not have thought that a world war was taking place in Europe, or that there was any menace to the big dull gray craft.

One of the Cunard officers explained the unusual precautions taken for safety, upon entering the war zone: "We received a warning by wireless from one of the warships stating that mines had been laid 40 miles south of the Old Head of Kinsale, and advising a strict lookout. Captain Turner is one of the best shipmasters I have ever known. He is courageous to the extreme, always at his post, calm and confident in himself

and his crew. We passed 10 miles west of the Fastnet and about seven miles southwest of Kinsale, which lies about 47 miles east-northeast of the Fastnet. Every precaution was taken by the Captain when we neared the danger zone. All the boats were swung out ready to lower, and the life rafts and collapsible boats were uncovered and made ready for launching.

"Two lookout men were posted on the foc'sle head, two more in the crow's nest and two officers on the bridge. In addition, either Captain Turner or J. C. Anderson, the staff captain, was on the bridge, when land was sighted, until we reached Liverpool."

EXPECTED DUE WARNING.

"With precautions such as these, the rule on the *Lusitania*, what if the Germans do torpedo us?" quizzically laughed some of the more adventurous among the passengers. "We'll receive due warning—as is the international law in warfare; then we'll take to the life-boats and comfortably watch one of the nicest bit of fire-works display ever given for our benefit." What had they to fear!—with 22 life-boats carrying 68 each; 20 Chambers' collapsible boats, carrying 64 each; 12 McLean-Chamber's collapsible boats with a capacity of 49 each; two Henderson collapsible boats, collapsible 43 each, and 14 life rafts, with capacities varying from 20 to 40 each; not counting the 3,000 life preservers on board.

Yet always are there presentments of good and evil events. One of the passengers lost in the Titanic disaster was a woman who had left her home in Wisconsin to visit relatives in Norway, and had kissed her husband and children goodbye with the declaration that she would never see them again.

The fearless Wolfe, who wrested Quebec from Montcalm on the Plains of Abraham, is said to have had a presentment that he would meet his death in the morrow's battle..

And such a premonition came to several who had booked passage on the *Lusitania*. Al. Woods, the theatrical manager, and Walter Moore, president of the Miner Lithographing Co., of New York, were congratulated by their friends for having cancelled their passage on the *Lusitania*. Mr. Woods had the stateroom adjoining that of Charles Klein, who had come to this country with a new play for him, but the morning the ship sailed gave it up.

Mr. Moore said that both he and Mr. Woods had become nervous over the reports of a submarine attack and on the advice of friends had abandoned their trip abroad. Messrs. Woods and Moore had a narrow escape when the *Titanic* sailed on her maiden trip. A. Selwyn had offered them tickets for a return passage on the ill-fated liner, but business matters in London prevented them from leaving London at that time.

A LUCKY MISTAKE.

William F. Carnes, chief engineer of the Harlan and Hollingsworth Corporation, and Porter H. Feree, an official of the duPont Powder Company, failed to sail on the *Lusitania*, owing to a mixup at the last moment. Mr. Carnes had engaged passage on the doomed ship. When he arrived at the dock in New York, he found, through a mistake, his berth had been given another man. He protested, but in vain. His only alternative was to sail the same day on the American liner *New York* and this he did. Mr. Feree did not like the of things when he heard German threats of blowing up the Cunarder. He cancelled his passage on the *Lusitania* and engaged a berth on the *New York*.

It was generally believed that the Rev. W. M. Warlow, rector of St. James Episcopal Church in the adjoining town of Arlington, was among those who had sailed on the *Lusitania*.

He had gone to New York last week with the intention of taking passage on the *Lusitania*, but when he read the warnings in the newspapers, he changed his booking to the New York on the American Line.

Before leaving for New York, the rector told several of his parishioners that he dreaded the trip. He is a native of England, and his only son, an officer in the British army, is now stationed in Ireland. In order that he might see the young man before he was ordered to the Continent, he took a two months' vacation.

Frank Partridge, an art dealer of New York, was fearful that the ship would be torpedoed the night before he sailed. Mr. Partridge in talking to Henry Duveen, senior member of the art firm of Duveen Brothers, said he was going to sit on deck each night with a life preserver around his waist.

HARD TO CHANGE HIS MIND.

Says Daniel Frohman: "I pleaded with Charles to sail on the New York, the ship on which Ellen Terry and other friends of Charley's left. But—well, even when we were small boys together at home, nobody could argue Charley into doing a thing once he made up his mind to do something else. 'The *Lusitania* torpedoed?' he said to me with a laugh. 'It couldn't be done—she's too fast?'"

Mr. Hayman, John Williams and others had pleaded with him to take some other boat. And it was learned also that Mr. Drew, Miss Adams, Miss Barrymore and others had urged him by telegraph not to go on the *Lusitania*.

Philip Dahilof, of Stockholm, Sweden, deferred sailing when he received a cablegram from London saying: "Do not take the English steamer; it is not safe; take later American boat."

H. Vyth, of Vyth Brothers, woollen manufacturers, of London and New York, had intended sailing with Mr. Dahilof, but on information received from the latter's home in Stockholm a cable was sent to London, with the result that they were advised not to take the English boat. Vyth of London was born in Germany, and his brother here believed in the light of future developments that his information was more than mere guess-work.

Several members of the *Lusitania's* crew were confined to the hospital in New York, and thus were unable to sail.

That the *Lusitania* never would reach her destination was a prediction made by Dr. John Braum, of the University of Berlin, who formerly taught chemistry and other subjects in the Duquesne University, and who later was in charge of a laboratory in a local manufacturing concern.

INSIDE INFORMATION.

Dr. Braum's connection with this company gave to him the information on which was based his prediction. The company manufactured tetrachloride of tin, which has come into use in the European war in the making of asphyxiating bombs. Dr. Braum learned of a big shipment of this material for the French government being sent aboard the *Lusitania*.

John H. McFadden, the millionaire cotton broker, of Philadelphia, had engaged passage on the *Lusitania* for this trip, but cancelled it because he had a premonition that the vessel would be the victim of an accident. Mr. McFadden had arranged passage for himself and his family early in March.

And, above all, there was the strange omen of the black cat! This soapy-black feline, Dowie, the mascot of the men who toiled in the coal bunkers, had attempted on three of the *Lusitania's* last voyages to desert the ship, after a four year s residence—

and the time before last was barely rescued from the water into which it twice had leaped. On the eve before the departure of the *Lusitania*, on May 1st, the *Black Cat* made a frantic escape down a big hawser, firemen and stokers accepted the incident as a solemn warning, and deserted in a body.

Yes, there were some anxious white faces looking over the railing of the big *Lusitania* when she set sail Saturday from the Cunard Line pier.

These passengers knew all about the warning advertisements published by the German Embassy in Washington, telling Americans not to sail under the British flag or any of the flags of the allied nations. They knew also of mysterious strangers who had appeared at the piers before sailing time and warned passengers of their danger. Many of these men spoke with decided German accents, and while no one knew from whom they had come, it was accepted generally that they were agents for the German Government.

WARNING THE PASSENGERS.

News that the Germans were whispering frightening warnings to the passengers reached Edward Mullen, chief of the steamship company's detective force. He rounded up his men, and strangers were driven from the pier and the vicinity of the docks.

Although the Cunard Line Officials scoffed at German warnings it was remarked that never was a ship more carefully inspected before setting sail. Private detectives were all about the ship to make sure that no explosives were smuggled aboard. In warding off suspicious strangers only persons identified by passengers were allowed on the ship.

Tickets presented by passengers were carefully scrutinized and then verified by slips of paper taken from a cubby hole.

A uniformed purser, assisted by the passenger manager, received the passengers as they came forward in line.

After satisfying the purser and passenger manager that all was right, the passenger accompanied by a uniformed clerk, was escorted to his baggage, and the baggage was chalked with a secret mark and carried aboard ship by a longshoreman.

Reassuring remarks were made among the passengers and they had the effect of quieting the fears of some. But there were many timid persons whose fears could not be allayed by optimistic speeches or cheering prophecies. They were the ones who looked over the ship's railings with anxiety pictured on their faces.

Many, it is true, laughed at the German advertisement, and the mysterious warnings from the mysterious men. Among the latter was Elbert Hubbard. Referring to himself as "the Lusitania of Literature," he said: "The Kaiser's warnings may be directed at both the Lusitania and me. To be torpedoed would be a glorious way to peter out, but it would be a good advertisement."

Mr. Hubbard then expressed the opinion that possibly the Kaiser was peeved because he wrote "Who lifted the Lid Off Hell." "After the war is over, I expect to call on the Kaiser at St. Helena," concluded Mr. Hubbard.

CHAPTER XIII.

LITTLE STORIES OF HEROES.

A GIRL WHO ROWED A LIFE BOAT—FAMOUS CHAPLAIN A VICTIM—STEWARD ASSURED PASSENGERS THERE WAS NO NEED FOR LIFE BELTS—NEWSPAPER MAN RESCUED LITTLE GIRL.

THE history of so sudden, so big and so calamitous a catastrophe as the *Lusitania's* destruction is not at once defined clearly in all its details. It is true that the world speedily knew of many heroes and heroines, and how they met a terrible crisis. Where the crowd was densest in the struggle—where many eyes were there to observe—acts of sublime courage received the heartfelt praise and afterwards the publicity they deserved.

But many others were to enter the heroes' hall of fame. Little by little come stories of quiet bravery and heroism. Incidents of absorbing interest, heretofore untouched upon, found their narrators.

Nor the least inspiring of these is the tale of a little heroine of fourteen. The brief time elapsing between the torpedoing and sinking of the *Lusitania* was long enough to develop a heroine in the person of Miss Kathleen Kaye, fourteen years old, returning from New York, where she had been visiting relatives. With smiling words of reassurance she aided stewards in filling a boat with women and children. When all were in she climbed aboard the lifeboat as coolly as an able seaman.

One sailor fainted at his oar as the result of a hard race to escape swamping. The girl took his place and rowed until the boat was out of danger. None among the survivors bore as little sign of her terrible experience as Miss Kaye, who spent

most of her time comforting and assisting her sitters in misfortune.

"I was lunching with Herbert Stone, Linden Bates, Jr., Madame Anton Depage and Dr. J. T. Houghton, when I felt the shock," said Dr. F. Warren Pearl, of New York, Surgeon Major of the United States Army during the Spanish-American War.

"When I reached the deck I found that one nurse and two of my children were missing. I discovered later that they got into a boat, which was launched safely on the starboard side. I returned to the port side and jumped overboard, just before the ship went down.

EVERY EFFORT MADE TO SAVE PEOPLE.

"I saw no signs of panic. Officers and crew apparently were doing everything possible to save the passengers, but the explosion rendered the engines useless and it was impossible to slow down the ship. I did not know whether any of my family was safe until I got ashore, after three hours in the water, in which I floated with the greatest ease on my lifebelt.

"When I reached the land I found my wife at Admiralty House, suffering with a broken arm. I soon brought two of our children to her. Two are gone, but, I thank God, that so many of my family were saved, especially when I recall that whole families have perished. I saw a father, mother and three daughters, all dead, clasped in each others arms."

Among those who went bravely to their death was the Rev. Basil W. Maturin, who was Roman Catholic Chaplain at Oxford University, England, and who came to America especially to be the Lenten preacher at the Church of Our Lady of Lourdes, New York. In 1876, Dr. Maturin was sent on behalf of the Cowley Fathers, a High Anglican Order, to take charge of St.

Clement's Parish, Philadelphia, where he rivalled the late Phillips Brooks in popularity as a preacher. Among the books he wrote are "Discourses on the Parables of Our Lord," "Practices of the Spiritual Life," "Self-Knowledge and Self-Discipline," "Laws of the Spiritual Life" and "The Price of Unity."

SECOND CABIN ALMOST A NURSERY.

G. D. Lane, a youthful but cool-headed second cabin passenger, who was returning to Wales from New York, was in a lifeboat which capsized by the davits as the *Lusitania* heeled over. "I was on the B deck," he said "when I saw the wake of a torpedo. I hardly realized what it meant when the big ship seemed to stagger and almost immediately listed to starboard. I rushed to get a life belt, but stopped to help get children on the boat deck. The second cabin was a veritable nursery. Many youngsters must have drowned, but I had the satisfaction of seeing one boat get away filled with women and children. When the water reached the deck I saw another lifeboat with a vacant seat, which I took, as no one else was in sight, but we were too late. The *Lusitania* heeled so suddenly our boat was swamped. We righted her again, however.

"We witnessed the most horrible scene of human futility it is possible to imagine. When the *Lusitania* had turned almost over she suddenly plunged bow foremost into the water, leaving her stern high in the air. People on the aft deck were fighting with wild desperation to retain a footing on the almost perpendicular deck, while they fell over the slippery stern like crippled flies. Their cries and shrieks could be heard above the hiss of escaping steam and the crash of bursting boilers. Then the water mercifully closed over them, and the big steamship disappeared, leaving scarcely a ripple behind her.

"Twelve lifeboats were all that were left of our floating

home. In a time which could be measured by seconds, swimmers, bodies and wreckage appeared in the space where she went down. We were almost exhausted by the work of rescue when taken aboard a trawler. It all seems like a horrible dream now."

Referring to Alexander Campbell, London manager of John Dewar & Sons, and who perished, the local manager of the firm said: "I spoke to him just before the *Lusitania* sailed about the chances of her being overtaken by a submarine and torpedoed. He treated my remark in a humorous manner by turning to the bedroom steward with the remark, 'Have you got plenty of lifeboats here?' The steward laughed and replied, 'You don't want any lifebelts on this ship, Sir. We can run away from anything the Germans have afloat.' On his journey through India, Mr. Campbell contracted jungle fever, and this was followed by a mild attack of typhoid in China. He was not very robust physically and could not swim."

SHARP LOOKOUT KEPT BY THE OFFICERS.

One of the few persons who say they saw the under-water boat is Ernest Cowper, a newspaperman, of Toronto, Canada, a passenger.

"A sharp lookout had been kept by the officers on the ship as we neared the Irish coast," said Cowper, "but despite this vigilance, the submarine got within 1,000 yards of us without being sighted.

"It was about 2 o'clock in the afternoon, and I was on deck chatting with a friend, when I saw the conning tower of the submarine. I had just started to say, 'There is a submarine,' when I saw the white wake of a torpedo speeding towards the liner. Almost immediately there was a loud explosion, as the

torpedo, true to its mark, struck the *Lusitania* amidships. Portions of the splintered hull filled the air.

"Immediately, tremendous excitement spread throughout the ship, and in a moment there was another explosion as the second torpedo crashed into the hull and exploded. Water poured through the holes, and the ship began to list heavily to port. The crew began to lower the boats, and the work of getting passengers into them went forward as rapidly as the terror, excitement and condition of the ship permitted.

"A little girl, whose name I later learned was Helen Smith, and who was only six years old, had become separated from her parents in the rush, and appealed to me to save her. I put her in a lifeboat and looked for her parents, but could not find them. Whether they were saved I do not know.

CUT BOATS AWAY WHILE BOAT WAS SINKING.

"I got into the last boat I saw go over the ship's side. Some of the boats could not be launched, and had to be cut away while the liner was sinking. There were many women among the second-class passengers, and about forty children that I judged to be less than a year old."

Helen Smith, only seven years old, was brought ashore in one of the lifeboats. She seemed utterly unable to comprehend the tragedy that had befallen her, for her father, mother and brother were lost. The child chatted gaily about submarines, declaring that she had often seen them in moving pictures.

Mrs. Jessie Taft Smith, of Braceville, O., who, unaccompanied, was making the trip from New York was one of the coolest survivors of the disaster. Recounting her experiences, she said: "I was in my room writing when the torpedo hit the ship. I am satisfied that no warning was given. I have testified to this in an affidavit which I have supplied to the State Department.

"It is a surprising fact how many people were caught in their staterooms. Evidently they shared my feelings that if struck, the ship would stay up a long time. This probably accounts for the heavy losses among the first cabin passengers, many of whom went below to get their belongings. I had practiced putting on my life belt, and by the time I reached the deck I had adjusted it.

PICKED UP BY A FISHING BOAT.

"Two-thirds of the people in my boat, the only one launched on the port side, were women. A fearful time was taken in lowering the boat, which was only about thirty feet away when the Lusitania disappeared beneath the waves, leaving a mass of wreckage, swimmers and dead bodies. After rowing for three hours, we were picked up by a fishing boat. Later we were taken aboard a trawler and landed here."

George Nicoll, of Philadelphia, was one of those that went down with the Lusitania, because he thought it was "worth while to take a chance," to go to Scotland to marry Miss Margaret Todd, and see his parents at the same time, instead of bringing his fiancée to this country. Nicoll was a physical trainer at the Central Y. M. C. A., Arch Street above Broad. He sailed on the Lusitania despite the warnings of Mrs. James Smith, his sister. She told him he would be in danger.

"Perhaps I will," he replied, "but I think it's worth while to take a chance, for I can see our parents, who are getting along in years, and marry Margaret at the same time." Miss Todd lives in Dundee, Scotland.

Another survivor, Frederick S. Judson, was on the way to Paris to join the staff of the American ambulance there. Mr. Judson said that a few minutes before the Lusitania sank a woman asked him to save her boy. He took the boy in his arms

and jumped from the top railing. Both he and the youngster wore life belts. Mr. Judson placed the boy on a raft and assisted into the boat a woman who was floating along. Eventually he reached a half-broken boat in which were the second officer and Hennessy, a seaman. "Between them these two men saved at least a dozen lives," said Mr. Judson. "Hennessy dived repeatedly and brought women up."

Although the passengers discussed submarines all the way over, few, if any, believed that the *Lusitania* would be struck. They referred to the possibility almost with levity. Mr. Timmis, the Texan, who talked with Captain Turner after landing, stated that the captain said bitterly: "We didn't have a chance I knew that when I felt the torpedo's impact."

CAPTAIN REMAINED AT HIS POST.

Mr. Timmis added that the captain told the helmsman and staff captain on the bridge to save themselves, but Captain Turner remained at his post. The staff captain was lost, but the helmsman was saved.

Mr. H. C. Hoover, chairman of the executive committee of the Commission for Relief in Belgium, praised Carlton Thayer Brodrick, who was lost. Mr. Hoover's message to Mr. Brodrick's father read:

"Please accept from the Executive Committee of the Commission for the Relief in Belgium our heartfelt sympathy. Early in the year your son unselfishly devoted his time and energies to this work and won the regard of all who became associated with him. Rest assured that many friends are prepared to do everything necessary.

"Scott Turner, who survived was with him several hours after the ship sunk, and last saw him supported by two oars and with every possibility of being rescued. He was probably

the last passenger to leave the ship and was brave and cheerful throughout."

H. C. HOOVER, Chairman.

J. P. Gray, of Oliver Crescent, Edinburgh, who was a passenger, said he didn't remember how he was rescued. "I fell thirty feet from the ship," he said. "The fall left me unconscious. I was picked up by a boat. When we were leaving New York we gave preference to the Lusitania, thinking it 'it' as Americans say, but it was not what we thought it was."

William Brown, of Alaska, another of the survivors, decided not to join the rush for the boats: "I came to the conclusion that a life belt was the thing for me," he said, "so I went to my cabin and secured one. With it on I slid down a long rope into the water. Subsequently I got into a boat."

WAS TO BE HIS LAST TRIP.

Hilda Spong, the actress, knew for many years James McCubbin, the purser of the Lusitania, who went down with his ship. She observed: "He had spent all his life at sea working hard, and this was to have been his last voyage. Two days before the Lusitania sailed, he told me, with great joy, that he had purchased a small farm near Golders Green, about twenty miles from London. There he intended to spend the remainder of his days in peace."

One of the most connected and thrilling stories of the Lusitania tragedy was related by young W. G. E. Meyers, of Stratford, Ontario, who was en route to join the British navy as a cadet.

"I had just gone to the upper deck with two friends for a game of quoits," he said, "when one of them looked over the side. He cried as he saw a streak: 'There's a torpedo coming

right at us.' We watched until it struck, then we rushed to the boat deck as a huge quantity of splinters and debris fell round us. The second torpedo struck the liner just four minutes later and simply shattered the entire hull. The first torpedo was enough to have sunk the *Lusitania*, but the second completed the task.

"Many of the women were panic-stricken. I met one almost frenzied with fear and tried to calm her. I helped her into a boat. I then saw another boat that was nearly swamped. I got on board. Others followed me. We baled for all we were worth. A crowd of men clambered in, nearly swamping it again. Nobody had a knife, but I found a hatchet and cut the boat clear.

SANK LIKE A STONE.

"We were about 200 yards away when the *Lusitania* sank. The shrieks of the people as they were drawn down by the suction was appalling. We had to pull away hard as we could to get away and not be drawn under. We saved as many as we could, our boat being crowded to capacity. The ship simply sank like a stone at the finish, her entire bottom being literally torn out by the various explosions. The scene at the end was terrifying.

"Although many of the passengers had adjusted their life belts, they were drawn down like stones by the terrible suction of so large a steamship. Mothers with their babies still clasped in their arms in death were found by the fishing fleet which rescued us. They had been unable to get on board the boats in time, and they drowned when drawn under the surface by the underdrag of the vessel."

Here is a cabin steward's graphic account of the disaster: "The passengers were at lunch, the weather was beautifully

clear and calm. We were going about 16 knots an hour, and were seven or eight miles south of Galley Head when struck by the torpedo. A minute or two afterward we were hit by two more. The first staggered us. The others finished us, shattering the gigantic ship into fragments.

"The mighty Lusitania just disappeared in twenty minutes. After the first torpedo struck it was a terrible sight, but the passengers were surprisingly cool. Nearly all of the first-class passengers were drowned. At the most but 500 or 600 were saved of the third and second-class passengers."

When asked if the submarine gave any warning before sinking the liner, the steward looked astonished at the suggestion. "We didn't get a moment's notice. The submarine suddenly appeared above the surface on the starboard bow, then as suddenly dived down to discharge her torpedo at us. We saw the track that the torpedo made in the water. It got us fair amidships. The Lusitania listed forward and started to settle when the submerged submarine discharged two more torpedoes, which also struck us.

"From the moment she sighted us and dived, the submarine was not seen again. It went off after accomplishing its dirty work, and never attempted to save man, woman or child, but left them to drown like rats in a trap."

CHAPTER XIV.

THE LURKING SUBMARINE.

AWAITED PREY AT BOTTOM OF THE SEA—SNEAKED UP TO DELIVER COWARDLY BLOW—NEW TERRORS OF THE DEEP—GERMANY'S SUBMARINE POLICY—THE TERRIBLE TORPEDO.

ASIDE from the terror and suffering immediately occasioned by the sinking of the beautiful *Lusitania*, the unexpected and terrific blow delivered by the German torpedo caused the world to view with alarm the war policy which gave birth to the use of such death-dealing engines of destruction against merchant ships.

It is believed that the *Lusitania* was sunk by one of the terrible German U boats, presumably, U-39, that had been lurking for several days off the coast of Ireland. These vessels are larger and much swifter than the ordinary type of submarines and can keep at sea for three months without having to take in supplies of any kind. Their effective radius is about 4,000 miles.

In other words, the modern German submarine could go from Liverpool to Newfoundland and back or an equal distance from a German naval base, such as Zeebrugge. Their surface speed is supposed to be from 18 to 20 knots an hour, and when submerged, considerably less, probably about 10 or 12 knots. As the *Lusitania*, when off Kinsale Head would be doing about 25 knots, it might seem difficult for an enemy moving at only two-fifths that speed to hit her. On the other hand, it should be remembered that the German skipper had the advantage of knowing to half an hour when and where his prey would be at a

given moment and could be waiting for her. He then could move athwart the liner's path and meet her.

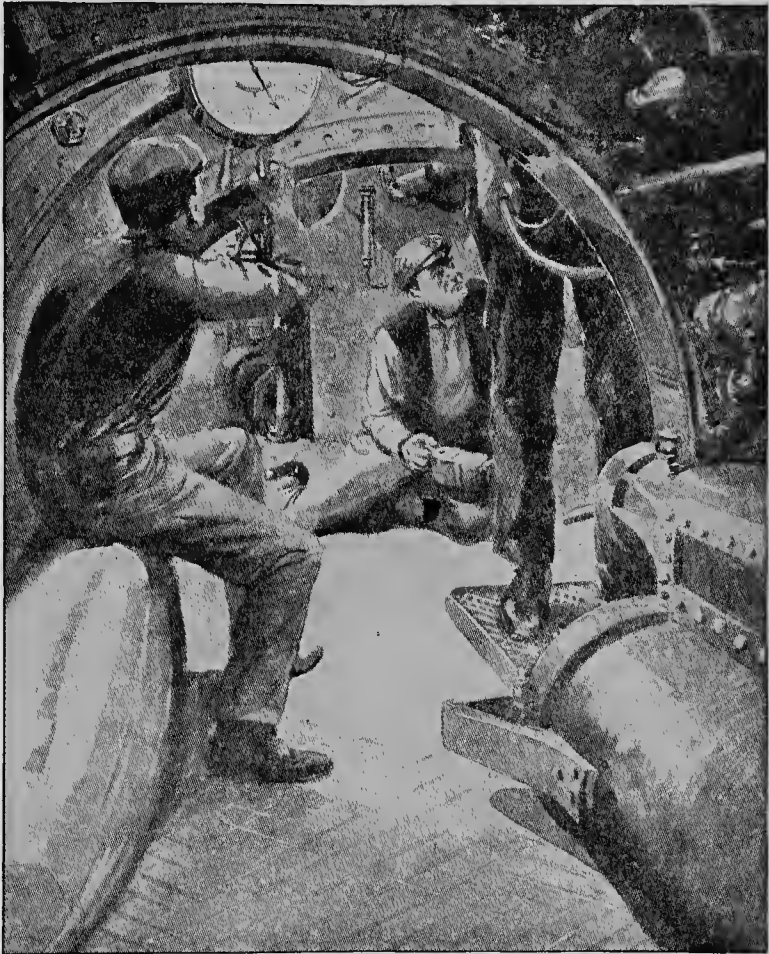
According to the German naval press, the U boats are fitted with double-acting Diesel oil engines of 1000 horse-power or more. These engines are as simple and run as smoothly as the marine steam engine, and are easily controlled. So strongly built are these craft that they can plunge to a depth of 150 feet, at which the water pressure is enormous. A security weight as it is called, of about five tons, is carried, and this can be released from the inside of the vessel at a moment's notice. The effect is like that of dropping ballast from an airship. When in diving trim, that is to say when she is awash, an up-to-date U boat can disappear under the water in 15 seconds and re-emerge in 20 seconds. She can remain under water for a whole day and night, or even longer.

POWERFUL GUNS ON A SUBMARINE.

A boat of the U-36 type is described by the captain of the collier *Fulgent*, which was sunk by her. He said she was of the latest type, painted gray, more than 400 feet long, carried six torpedo tubes, showed no number and had powerful guns on the deck. Such a vessel is as long as a modern destroyer and must displace about 1000 tons. In effect she is a sort of submarine cruiser. The *Falaba* was sunk in Bristol Channel by one of these submarines.

The German terrors spend their nights "sleeping" at the bottom of the sea, off the coast of Ireland and Scotland, or elsewhere, rising to the surface each morning. Their eyes—that is, their periscopes—become useless at night. The case of the *Snapper*, which "slept" on the sea bottom under the Boston light vessel for twelve and a half hours in a hurricane in 1910, shows how a submarine can meet heavy weather.

When a boat dives to "sleep" on the bottom it will add a little water in its tanks at a certain depth. This causes it to



INTERIOR OF A SUBMARINE BOAT

hang a moment. The addition of more water will cause it to sink until it meets the lower temperatures of deeper waters. It

will then hang again until the hull adjusts itself to the coolness of the water. In this way it settles gently to the bottom. When the vessel is to arise from the floor of the sea, the tanks are pumped out and it comes up. Submarine men say there is not the slightest sensation of unpleasantness—or any other sensation, for that matter—in living aboard a “sleeping” vessel. The unpleasantness, doubtless, is reserved for those aboard an enemy ship when the submarine “wakes up.”

GERMANY'S SUBMARINES SUPERIOR.

It is Germany's submarines on which the eyes of the world have been focused. At the outbreak of the war, England had 84 of this type of war craft, and Germany 30 or more. It would seem, though, that in the relatively small German under-sea fleet were included boats superior to anything of their kind extant. And from the outbreak of the war Germany began herculean efforts to increase the number of these terrible craft, which spell the last word in death-dealing abilities.

All signs pointed to preparations by Germany for submarine warfare on a much larger scale than had previously been attempted. A dispatch from Copenhagen announced that 15 submarines were being built at Kiel for use in the Baltic. Neutrals arriving at Geneva from Pola on the Adriatic noted that three German under-sea boats arrived there.

Germany had been specializing in submarines, but not during so long a period as their last spectacular success would lead a forgetful reader of news to suppose. She was one of the last of the great nations to view this type of fighting craft with favor, and indeed, the growth of the submarine fleet did not become rapid until after the revelations of the naval maneuvers in the autumn of 1912. Germany, however, enjoys a certain advantage in this particular field of construction. She has two

shipyards, one the State establishment at Danzig, and the other the Krupp plant at Kiel, known as the Germania works.

For several years the Imperial Danzig dockyard specialized in the building of submarines, and in fact built no other type of war craft for some time. At that plant there are at least 12 slips for the building of submarines, and it is said that nearly the same facilities exist at Kiel. These arrangements not only make for quick construction, but also contribute to the perfection of the product, because the art calls for expert knowledge and special facilities. The submarine in its getup bears about the same relation to a battleship in mechanical nicety that a high priced chronometer does to an ordinary 50-cent alarm clock.

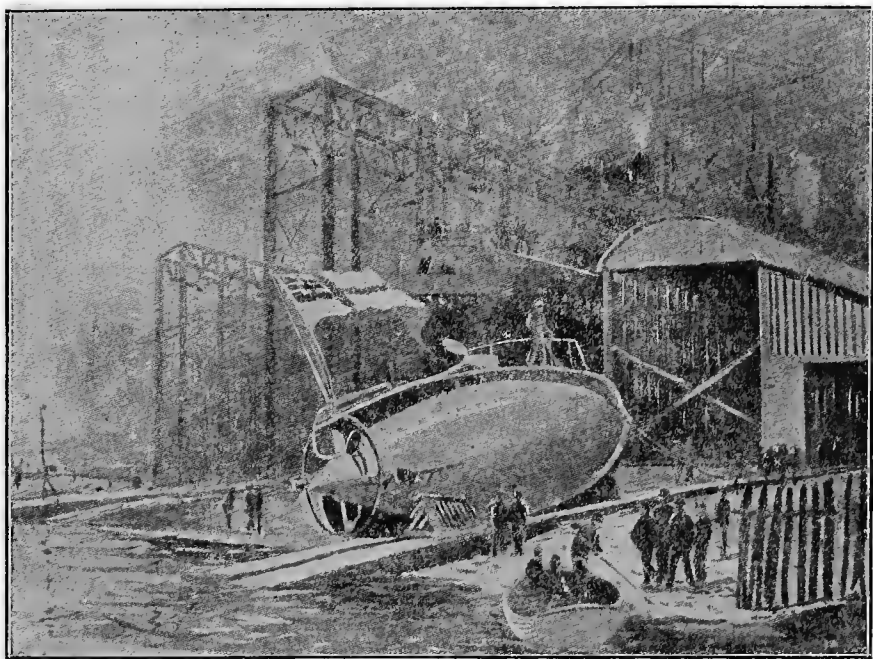
SIGHT ENEMY SEVERAL MILES.

The German submarine can sight the huge bulk of her enemy at a distance of several miles, drop below the surface until within striking distance, and then, rising until her periscope, a steel tube only 4 inches in diameter and painted a dull gray, is above the surface for only a moment, obtain the angle at which her torpedo is to be discharged. She is then ready to fire torpedoes containing three or four hundred pounds of high explosives. In only one instance prior to the outbreak of the European war did an underwater vessel ever succeed in sinking a hostile craft in actual warfare, and even then it was being navigated in the awash condition and not completely submerged. This occurred on February 17, 1864, when the Confederate diving boat David, armed with a spar torpedo, sank the Federal frigate Housatonic off Charleston.

The submarine has been used in some of the third-rate South American wars. In the war between Chili and Peru, a torpedo was launched from a submarine, only to back through the water and nearly destroy the vessel from which it was pro-

jected, this back firing being due to the unimproved state of the gyroscope, or balance control, within the destructive missile.

About the year 1900 a distinguished American rear-admiral thus dismissed the subject of submarines: "By the Eternal, swimming was intended for fishes, and flying for birds."



LAUNCHING OF THE FIRST BRITISH SUBMARINE, AT BARROW, ENGLAND

It is pretty plain, however, that the American public to-day regards submarines in an altogether different way than did the rear-admiral.

When just about the time of the sinking of the *Lusitania*, the Atlantic fleet assembled in the Hudson River, at New York, to be reviewed by the President, no type of war craft attracted more attention than the little under-water fighters of the At-

lantic submarine flotilla, under Commander Yates Stirling, Jr. Some of these little battleship wreckers had come more than 1,200 miles under their own power in order to appear in the Presidential review—a feat that is in itself a record breaker for vessels of their type.

In the First Submarine Division were the three submarines of the D and the two of the E class. The D vessels cost \$360,000 each, and those of the E class \$375,000 each.

In the Third Division were the three submarines of the G class. G-1 cost \$450,000, G-2 cost \$410,000, and G-3 cost \$437,000.

The K vessels represented the newest and most powerful of the underwater craft in the United States navy. Of the four vessels included in this division, K-1 and K-2 each cost \$469,000, and K-5 and K-6 cost \$478,000 each.

A MIRACLE OF INGENUITY.

A British naval writer long ago expressed the feeling which seems to reflect the modern attitude. "The submarine craft is a miracle of ingenuity, though Nelson and his hearts of oak, fighting only on deck, in God's free air and with the meteor flag of England fluttering overhead, would have loathed and scorned her burglarious, area-sneak dodges down below."

In the development of the submarine, there is the same romance which is to be found in the other stories of scientific invention, but the romance, from the very first, has been well mixed with execration. In England, France and America, the prospective mode of warfare which should utilize the diving boat was stigmatized as "revolting to every noble principle," "dastardly," "dishonest and cowardly."

The long opposition to the submarine on moral grounds is an interesting fact to consider in connection with military

and naval sportsmanship. There have been other objections, of course. In 1802, M. St. Aubin asked: "What will become of navies, and where will sailors be found to man ships of war, when it is a physical certainty that they may at any moment be blown into the air, by means of diving boats, against which no human foresight can guard them?"

David Bushnell, an American, was the first inventor to combine his design submarine navigation with torpedo warfare, and his invention, crude though it was, was the embryo of the modern diving torpedoboat. It has been mistakenly said that the submarine is the child of the surface torpedoboat.

A WOODEN SUBMARINE.

In 1776, Bushnell attempted to attach a mine to the British sloop of war *Eagle*, lying at anchor off Staten Island, and blow her out of the water. Through his inability to securely fasten the mine to the vessel, the explosion occurred at a distance of several feet from the stern of the *Eagle*, and did not damage her. It did, however result in the hurried removal of the vessel, which sailed up the Hudson River at once.

This submarine of Bushnell's invention was of wood, shaped like the shell of a tortoise, and could hold but one man. It had a submerging tank, which could be emptied by a hand pump, and had attached to it a 200-pound detachable weight for use in case of sudden emergency. The boat could stay under water thirty minutes, and had air pipes, which, upon rising to the surface, automatically renewed the supply of air. It was propelled by hand, with an oar for sculling. Another oar, shaped like a screw and fastened to the top of the boat, could be used to force its descent. It also had a horizontal rudder.

Behind this contrivance it towed a mine in which was 150 pounds of gunpowder, to be exploded by a time device. In the

crown of the boat was a big wooden screw which was to be driven from within the boat into the bottom of the vessel attacked. A rope fastened the mine to the screw.

After Bushnell came Robert Fulton. It was shown that his torepedoes could sink ships, but in actual warfare his diving torpedoboats accomplished nothing. After an unsuccessful attack by one of Fulton's underwater craft on the British warship *Ramillies*, Sir Thomas Hardy, commander of the North American station, notified the President that he had ordered on board the *Ramillies* a hundred prisoners of war, who, in the event of the effort to destroy the ship by torpedoes or other infernal inventions being successful, would share the fate of himself and crew.

SUBMARINES "SLEEP" AT NIGHT.

When the German submarine, after it's night's "sleep" at the bottom of the sea, rises to the surface of a morning, it has some very efficient, very terrible tools with which to go about its work.

Torpedoes, larger and more powerful than American naval officers have knowledge of, were used in the destruction of the *Lusitania*, if stories of survivors of that disaster can be considered accurate.

The most powerful single torpedo in use in 1915, by the United States submarines, could not have done sufficient damage to injure fatally the *Lusitania* unless assisted by some interior explosion, according to naval experts. They were not familiar with any type of torpedo which could have caused the giant liner visibly to "stagger, shiver, tremble," as survivors describe the impact of the first missile, and then "almost immediately list to starboard."

The naval officers agreed that more than one torpedo of a

most powerful type must have been discharged into the *Lusitania*, and even then, as the liner sank within twenty minutes, some great interior explosion must have hastened its destruction. The explosion of the torpedoes themselves naval men said would only be sufficient to injure persons in the immediate vicinity, which in this case only could have been members of the crew. Passengers who were injured and mangled, as rescue boats found, it was argued, must have sustained their injuries from an explosion other than torpedo explosions or from some other source.

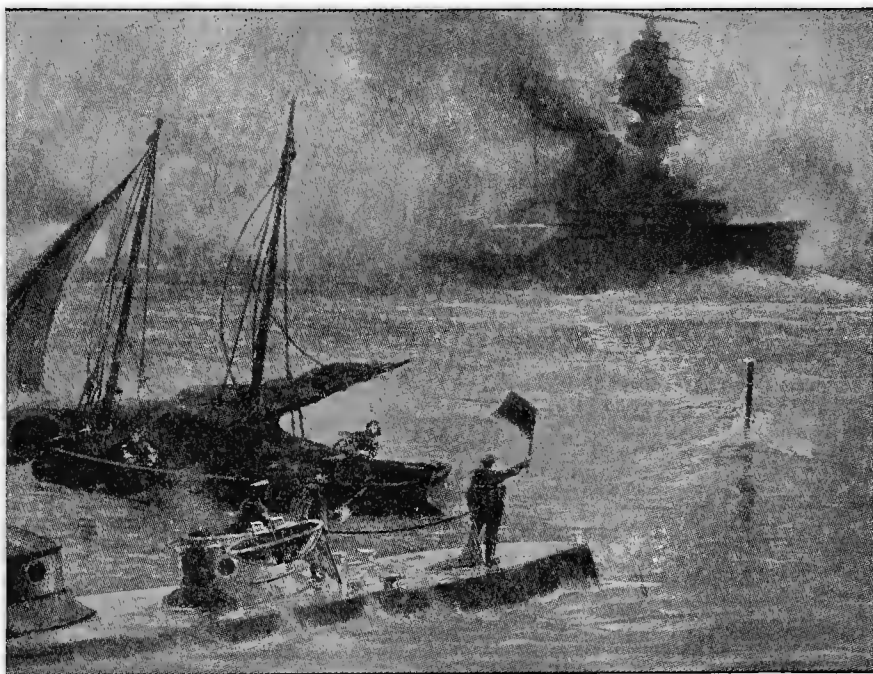
The existing battleship would offer no more resistance to torpedoes than did the *Lusitania*, except in that the battleship was provided with more and smaller watertight compartments. Battleships are armored only above the waterline; below the waterline the construction is the same as is that of the big ocean passenger liners.

CAUSES THE PLATES OF THE HULL TO SPREAD.

The torpedo does not pierce the side of a ship like a cannon ball or a bullet going through a board. It merely "butts" into the side, causing the plates of the hull to spread in long jagged lines, thus giving the water an opportunity to force a weak spot and cause a list. The impact with the vessel causes an explosive with which the torpedo is loaded, to be discharged, thus spreading the seams.

Some of the torpedoes used by the American submarines are twenty-one feet in length. The "18-inch" torpedo is a common type. This missile is eighteen inches in diameter, sixteen feet and 11-2 inches in length, and weighs 1150 pounds. It carries a charge of 133 pounds of wet guncotton. Its cost averages about \$5000. A speed of thirty knots, or 1000 yards in one minute, can be attained by the latest type.

Modern torpedoes are of the "locomotive" type, which means they are in themselves a perfect, mechanically controlled, miniature submarine. The torpedo resembles a long, pointed cigar. Its "nose" is metal-capped, and its shell is of steel. The guncotton explosive occupies about two feet of space in the front of the torpedo. Beneath the metal-capped "nose" is a



A SUBMARINE BOAT FOULING A FISHING SMACK.

cleverly devised wire trigger, which sets off the charge when the missile hits another object, presumably the ship's side.

This charge can be timed up to two seconds by use of a gunpowder fuse extending from the trigger to the guncotton. This timing device enables the officers in charge of the submarine or torpedo boat to control the explosion. It may be set to ex-

plode on the first impact or as far as ten feet back in the great dent which the torpedo rams into the ship. The size of the dent, of course, and the timing, therefore, depend largely on the distance over which the torpedo is discharged.

The greater part of the inside of the torpedo is occupied by compartments, into which compressed air is forced up to 2000 pounds pressure per square inch of surface. In the "tail" is the engine by which the torpedo is propelled, and this engine or motor, which now is of the four-cylinder type, is operated by the compressed air. The gyroscope principle is used in directing the course of the torpedo and keeping it in the direction in which it was aimed; in just what manner this is done has been kept secret by the governments. The torpedo carries also a device to keep it at the same depth, as the tendency is to return to the surface as the compressed air becomes exhausted.

DISCHARGING A TORPEDO VERY IMPORTANT.

Discharging the torpedo from the submarine, or torpedo boat, is a highly important feature of its effectiveness. Up until a few years ago the torpedo was not effective because proper devices for releasing it could not be obtained. It is now released through a specially constructed tube on a carefully devised carriage. It is forced into the water by a charge of compressed air, but on entering the water generates its own power and makes its speed entirely from the power of its compressed air propelled engines. So delicate is the mechanical construction of the torpedo that it is ruined by rough handling, and cannot be discharged effectively from the surface owing to the drop to the water.

This fact has caused the surface-discharging torpedo boat to become practically obsolete. Torpedo boats now use the under-water discharge, though they do not submerge like the sub-

marines. Their usefulness lies in the fact that they carry guns in addition to torpedo equipment. There are no boats which can be termed "submarine destroyers," and torpedo-boat destroyers have become nothing more than torpedo boats.

Virtually the only protection against the submarine is superior speed, which enables a vessel to keep out of the torpedo range. This is not considered to be more than 2000 yards when operating against a single vessel.

Eight years ago, the famous inventor, John P. Holland, noted the great difficulty bound to be encountered in fighting the submarine. The inventor's observation holds as good to-day as it did then. He said: "It is safe to say that when the first submarine torpedoboat goes into action she will bring us face to face with the most puzzling problem ever met in warfare. She will present the unique spectacle, when used in attack, of a weapon against which there is no defense.

"You can pit sword against sword, rifle against rifle, cannon against cannon, ironclad against ironclad. You can send torpedoboats against torpedoboats and destroyers against destroyers. But you can send nothing against the submarine boat, not even yourself. You cannot fight submarines with submarines."

Regardless of the exact manner in which the Lusitania was sunk, it seems conclusively proven that in her undersea craft, Germany has some very terrible instruments of war which must be reckoned with.

CHAPTER XV

THE RIGHTS OF THE INNOCENT.

WHY GERMANY'S CONDUCT AROUSED THE WORLD—THE LAW ON LAND AND SEA—SUBMARINES AN OUTLAW WEAPON?—CLASSED WITH BURGLAR, FELON AND OUTLAW.

WHEN men go forth to fight for their country, they expect to shoot and be shot; to kill or to be killed is part of the national war game. Those who oppose war and advocate the adjustment of all international differences by arbitration may term the slaughter of men who have committed no greater crime than to battle for their country, foul murder, and perhaps they may be right; but even those murders are committed according to rules. And it is the rules of civilized warfare which Germany violated in the destruction of the *Lusitania*, and the killing of more than a thousand innocent people.

For that reason, it is important that in passing judgment on Emperor William and his military advisors, some consideration be given to the questions of international laws as affecting nations at war, and particularly that phase which relates to the struggles on the water.

The whole question of responsibility of Germany in the *Lusitania* episode hinges upon this question of international law, which is broadly defined as crystallized public opinion, for as a matter of fact, there never was any real international law—written law, that is—and whatever there was of it has been thrown to the winds by both sides in the war which brought about the loss of the *Lusitania*.

Primeval man, when he fought, bit and gouged, and used

whatever weapons he was able to use against his adversary. As man developed there came into use certain laws. If the primitive man had been alive and had modern weapons, he would have used them as did the Germans. Germany returned to savagery. The Germans had dealt with their enemies as do the Hottentots, or as the Indians do who scalp their foes, or tie them to the stake.

No question could have arisen had the *Lusitania* been an armed vessel of war, but she was a merchantman, and it was clearly established that the boat carried no measures or instruments of defense. When such vessels are captured, they may be taken to the nearest port. Should the military necessity arise to destroy such a merchantman, all human beings must be removed and all the papers identifying her must be taken off.

IMPOSSIBLE TO GIVE WARNINGS.

The Germans say that when they use submarines it is impossible to give warnings, as the craft they attack are likely to carry guns, and the submarines themselves are vulnerable to small shot and might be rammed by other vessels. Hence they maintain, that they had no alternative except to destroy the *Lusitania*. That does not authorize Germans to kill men, women and children. If war cannot be waged without that, it is the contention of men of justice, that the submarine should be classed with the "Maxim Silencer."

This strange device, which stilled the report of firearms, has been put under the ban of civilization, as a matter of public policy, and for the protection of mankind. The use of the silencer made it possible for vengeful men and criminals, to sneak upon their foes or prey, and shoot them down without attracting attention.

Justice says that when men fight, they must fight openly,

and according to rules—that to stab in the back, or wait until nightfall, is cowardly. Even the man who breaks into your home in the daytime, with robbery in his heart, is regarded before the Courts as better than he who sneaks into your home at night, when you are asleep, and unprepared, or unable to defend yourself.

If then, the use of the submarine, as contended by Germany, makes it impossible to give proper warning of attack, and to protect innocent people, it is contended that the nation who uses the submarine against vessels, other than war craft, must be classed with the night-raider, the burgler and the coward.

So far as the discussion as to the use of the submarine is concerned, it affects all nations, and the Lusitania disaster has served as but an incident, however monstrous, to make apparent the necessity for enforcing the observance of laws affecting human rights at all times.

THE LAW OF NATIONS.

The law of nations if not given by an appointed legislative body does not affect its legal quality. It is as much a development out of custom and precedent as, for example, the British Constitution. That there are no administrative agents to compel attention to its principles says nothing as to the existence of principles, which for long have been defined and clearly stated, and which have served as indispensable guides in chancelleries, embassies, government offices, parliaments and courts throughout centuries of time.

It is not unjust to assert that ignorance of this great body of knowledge brings upon a public man contempt, and wilful disregard of it marks him and his government as outlaws beyond the pale of civilized relationships.

It has been one of the purposes, if not the sole purpose of

international law, as it relates to war to mitigate the severities of armed conflict. It is no longer permissible to use poisoned weapons. It is not lawful to poison water wells, or springs, or food, in order to kill an enemy, to fill a gun with scraps of glass, langrel (buttons, bolts, nails, etc.), or since the St. Petersburg Convention of 1868, to use explosive bullets under 400 grammes (13 1-2 ounces) in weight.

A large projectile by bursting may kill many of the enemy's soldiers; on this ground it may be employed. But a small one, though it explode, can disable but one man, and he can be put out of action as well by a clean shot, as by one that causes him fearful suffering. For it is not now the object to do more than to render the enemy soldier ineffective. More than this would serve no purpose, and is incompatible with humane considerations.

BOTH SIDES TAKE CARE OF WOUNDED.

No longer civilized peoples arrest and imprison citizens of the enemy State found within the national borders at the outbreak of war, hang or enslave the inhabitants of invaded territory, sack and ravish captured cities, kill the wounded or refuse quarter to prisoners. Doctors, nurses and chaplains are under protection. One side will minister to the wounded of the other.

Captives are not starved or reduced to slavery. Ungarrisoned places have been thought secure from attack except when they stood in the way of the accomplishment of some military object, in which event non-combatants were allowed an opportunity to move beyond the range of the guns.

In a half hundred ways the sentiment of the world had developed the law of affecting warfare in the interest of humanity, and in The Hague Conference, it was eagerly seeking to enforce other guarantees upon the Powers.

The gain in two or three centuries had been immense; the hope of further progress had been widespread and seemed on the point of being realized, when suddenly work was arrested by the conflict in Europe.

International law, as it concerns the movement of ships at sea in wartime, has many peculiarities. In antiquity, not only the vessels afloat, but also their cargoes were just so many valuables in "No Man's Land" to be picked up by him who could do so. Rules to govern this subject were drawn up at Barcelona, in the fourteenth century in the Consolato del Mare, a code of maritime law, which became operative in the Mediterranean.

FREE FROM CAPTURE.

In general terms, it proclaimed the principle that enemy property, whether ship or cargo, a ship or merchandise belonging to a citizen of a belligerent State, was capturable; further, that neutral property, whether ship or cargo—a ship or merchandise belonging to a citizen of a State not at war, was free from capture.

In the 16th century, France attempted the establishment of a new rule. She insisted that a ship, though itself neutral, if it were laden with enemy goods might be confiscated. The neutral ships carrying enemy cargo were infected by this cargo, and, conversely, neutral goods in an enemy ship lost their protection from capture on the seas. But this unjust rule was abolished by the Parliament of Paris in 1592.

Then followed the rule which the Dutch aimed to set up in the 17th century, when they were the world's ocean carriers. It involved the principle that English or German goods conveyed in American bottoms would be safe. Reversely that goods owned by Americans if sent to sea in the ships of England or of any other belligerent Power might be confiscated.

These are the principles incorporated in the Declaration of Paris, of 1856, which no nation up to the year 1914 had departed from, though the United States never formally acceded to its terms, that the neutral flag covers both neutral and enemy goods with the exception of contraband of war, and that neutral goods not contraband are not confiscable, even if carried under an enemy flag.

The United States' refusal to become a party to this system of practice was in pursuance of her traditional design to secure the exemption of the capture of any property, except contraband, however conveyed at sea. The contention of America has been that the owner's rights to his property in time of war should be as inviolate upon the water as well as upon the land.

PRIVATEERING ABOLISHED.

In the same Declaration of Paris, of 1856, privateering was abolished. No great Power since that time has issued letters of marque, which would correspond in warfare on land to roving commissions to private gangs of freebooters to ravage the country for the booty they could take. At no future time would we expect warfare at sea to be waged by licensed buccaneers.

There are in international law two kinds of contraband—"absolute," such as arms and ammunition, and "conditional," such as clothing and foodstuffs. Both England and Germany have made out long lists of goods and materials which they declare to be contraband, which may be taken if the naval vessels of either find it afloat upon the seas, consigned to the ports or for the use of the other country.

The basis of reason for the rule as to contraband is that a belligerent should not receive supplies calculated to aid it in prosecuting war, if the other belligerent can prevent it.

In the British and French naval regulations, made by international convention to cover some 19th century wars, these words of instruction to commanders are found: "You are not to consider prisoners of war and you will allow freely to land all women, children and persons not belonging to the military or maritime professions who shall be found on board the captured vessels." In pursuance of the same line of thought it was stated in the Declaration of London, in giving the right to destroy prizes, in case of dire need, that the captor "must take care first to transship the men, and, so far as possible, the cargo."

Summed up, the rights of man are based on a very common principle which has been very plainly set forth by one writer in the following illustration: "If I am lawfully going down a street and a man at the corner, as I approach a certain point, tells me that if I proceed on that way I shall be shot, I may be deterred from continuing on this course if I think that my informant is credible, and that he states a probability or even a possibility. It is no excuse for and does not justify the man who shoots me, if he does shoot me, to say that he sent out an agent to inform me of his diabolical design. It is not necessary to open any book upon international law to learn what is so fundamental to every notion of civilization."

It is the disregard of this principle on land and sea which has been responsible for the unanimous criticism of Germany—or the German policy—not the Germans as a people.

CHAPTER XVI

THE SUBMARINE'S DEADLY WORK.

A NAVAL POLICY THAT MADE POSSIBLE THE DESTRUCTION OF THE LUSITANIA—THE GERMAN WAR ZONE DEFINED—THE FIRST AMERICAN TORPEDO VICTIM—SINKING OF STEAMER FALABA.

IN the present war international law on land and sea has been torn to shreds. Who is to blame—Great Britain and her Allies, or Germany and her Allies? While there is a minority who hold the opposite view, it is the general consensus of opinion of the neutral world that Germany first began tearing International Law to tatters by violating Belgium.

The world, previously, never had known so flagrant a breaking of the most solemnly-given pledges as Germany was guilty of in this instance. Belgium's territory was overrun by vast armies, her lands completely devastated, her civilian population killed, or left homeless without any means of supporting life. The heart of the neutral world goes out to this brave, unfortunate little people—a people menaced by death in the shape of bullet, bomb, and starvation. All brave men the world over—even those fighting Belgium—feel the utmost admiration, the fullest measure of sympathetic pride, that as a matter of principle King Albert and his little people should make such a sublimely heroic resistance.

In view of so flagrant a violation of international law as Germany has thus been guilty of—of such utter disregard for the death and sufferings entailed upon an innocent people—who could blame England for her subsequent action? She declared her intention to seize any ships bearing foodstuffs destined for

the use of the German Government. Germany "came back" at England at once.

The following is the official proclamation issued by the German Admiralty, on February 4, 1915, establishing a 'war zone' around the coasts of Great Britain and Ireland:

"The waters around Great Britain and Ireland, including the whole English Channel, are declared a war zone from and after February 18, 1915.

"Every enemy ship found in this war zone will be destroyed, even if it is impossible to avert dangers which threaten the crew and passengers.

MISUSE OF NEUTRAL FLAGS.

"Also, neutral ships in the war zone are in danger, as in consequence of the misuse of neutral flags ordered by the British Government on January 31, and in view of the hazards of naval warfare, it cannot always be avoided that attacks meant for enemy ships shall endanger neutral ships.

"Shipping northward, around the Shetland Islands, in the eastern basin of the North Sea, and in a strip of at least 30 nautical miles in breadth along the Dutch coast is endangered in the same way."

England replied to this proclamation by declaring all food-stuffs for Germany contraband of war—whether intended for Government or civilian use. And on March 1st, Premier Asquith declared in the British House of Commons that it is the Allies' intention "to prevent commodities of any kind from reaching or leaving Germany."

The official text of the German proclamation was conveyed to the United States on February 6, in a communication from

Ambassador Gerard, and laid stress on the fact that Germany had prescribed a clear route for neutral commerce around the north of the British Isles to Norway, Sweden, Denmark and Holland. The communication drew attention of neutrals to the fact "that it is advisable for their ships to avoid entering this area, for even though the German naval forces have instructions to avoid violence to neutral ships, in so far as they are recognizable * * * their becoming victims of torpedoes directed against enemy ships cannot always be avoided."

VIOLETION OF NEUTRAL RIGHTS.

The United States sent a note to Germany on February 10, warning against the danger of firing on neutral flags without investigation, and pointed out the "critical situation" which might arise "were the German naval forces * * * to destroy any merchant vessel of the United States, or cause the death of American citizens." To this the American note added that "if the commanders of German vessels of war should act upon the presumption that the flag of the United States was not being used in good faith, and should destroy on the high seas an American, or the lives of American citizens, it would be difficult for the United States to view the act in any other light than as an indefensible violation of neutral rights."

On February 15, Germany announced it would be willing to recede from its war zone attack on British merchant shipping if Great Britain would permit food to enter Germany for its civilian population. In all their subsequent communications, Germany hinted plainly that the submarine warfare was in retaliation for the Allies' "blockade" to starve Germany. Germany's reply on February 18, to the American note of February 10, declared that the war zone decree would be enforced,

and that neutral ships entering the threatened area did so at their own responsibility.

On February 20, Secretary Bryan sent to London and Berlin a note containing the following proposals:

1. Regulation of use of floating and anchored mines.
2. Limiting of submarine activity to attacks on warships.
3. Discontinuance of the practice of using neutral flags for disguise.
4. Germany to allow United States Governmental supervision of distribution of food from America to civilian population.
5. Great Britain not to interfere with or detain foodstuffs thus consigned.

CAMPAIGN OF STARVATION.

At neither London or Berlin did these proposals find acceptance without important qualifications.

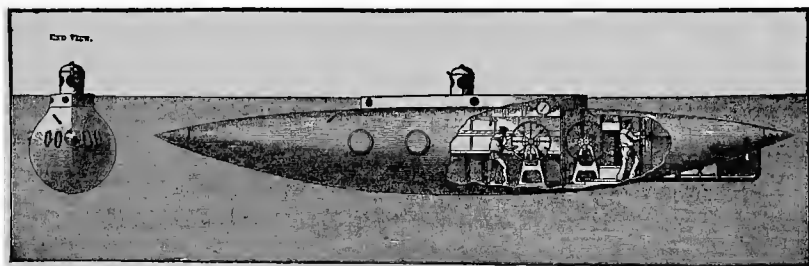
Germany made good her threat to attack neutral vessels in the "war zone" on February 19, the day after the order became effective. The Norwegian tank steamship Belridge was torpedoed in the English Channel five miles from Dover. The French steamship Dinorah was torpedoed later in the day. Germany thus began her campaign of "starving" England, which has continued relentlessly.

The first American victim was the steamship Evelyn, formerly of Philadelphia, which was blown up by a mine near Bor-kum Island in the North Sea, on February 20. No lives were lost. In the first week of the submarine warfare, 11 vessels were sunk or damaged by torpedo attack.

Within 24 hours on March 14, the U-29, was reported to have sunk five merchant vessels.

The first American to die as a result of Germany's submarine war was Leon Chester Thrasher, an engineer, who was a passenger on the British steamship Falaba. Upward of 140 lives were lost in the sinking by German submarines, on March 29, of the African liner Falaba, and the British steamship Aguila, bound from Liverpool to Lisbon.

The Falaba, which was torpedoed in St. George's Channel, carried a crew of 90, and about 160 passengers, and of this total



SUBMARINE BOAT WORKING BY ELECTRIC POWER.

only about 140 were rescued. Of those rescued, eight died later from exposure. The Aguila had a crew of forty-two and three passengers, and of these twenty-three of the crew and all the passengers were lost.

In both cases, on sighting the submarine, the captains tried to escape by putting on all speed possible, but the underwater craft overtook the steamships, showing that Germany was using some of her most modern submarines engaged in the blockade operations against England.

The captain of the Falaba, who was one of those lost, was given five minutes to get his passengers and crew into the boats, but according to survivors, before this was possible a torpedo was fired, striking the engine room and causing a terrible

explosion. Many persons were killed and the steamship sank in ten minutes.

Trawlers which happened to be in the vicinity rescued most of those who were saved; others got away in the boats which were ready for launching when the order was given to abandon the ship.

Those still on the steamship when the explosion occurred were thrown into the sea, and it took the fishermen an hour or more to pick up the persons in the water who managed to keep themselves afloat.

NO EFFORT IN RESCUE WORK.

The skipper of the fishing boat Eileen Emma, which participated in the rescue work, reported that no efforts were made by the crew of the submarine to assist the persons who were struggling in the water. The Eileen Emma sighted the submarine shortly after noon, the skipper said, and followed the craft for more than an hour.

The Falaba was considerably larger than most of the British merchantmen which have been sunk by German submarines. It was 380 feet long and its net tonnage was 3011. The Aguila's net tonnage was 1004.

One of the Falaba's passengers, in telling of their experiences, said that when the submarine ordered the passengers to take to the boats, the boats were lowered immediately and the passengers were served with lifebelts, but no one was allowed to take any personal effects.

"Then followed the horrible scene," said the passenger. "Some of the boats were swamped and the occupants were thrown into the sea. Several were drowned almost immediately.

"Barely ten minutes after we received the order to leave

the ship, I heard a report and saw the vessel keel over. The Germans had actually fired a torpedo at her at a range of about 100 yards, when a large number of passengers, the captain and other officers were still distinctly to be seen aboard."

All the passengers and officers say that the submarine fired the torpedo before all the boats were lowered and while many persons were still aboard the steamship. One officer said: "I was sitting in a boat which was suspended from the davits, and was waiting for two women passengers, when another officer shouted: 'Look out!' and then I saw the bubbles marking the track of a torpedo.

MANY DIED FROM EXPOSURE.

"There was a tremendous crash and the boat fell from the davits and turned over, throwing the passengers and crew into the water. The water was frightfully cold and there were many who died from exposure."

Survivors who arrived at Fishguard, Wales, say the *Aguila* was sunk at a point fifty miles northwest of The Smalls, a group of rocks on the southeast coast of Ireland.

The crew was given four minutes to leave the ship, but, survivors say, the steamship was fired upon while the men were getting into the boats. The chief engineer and two others were killed by shell fire, and the lives of ten other men were lost. The captain of the submarine hailed another steamship, the *Ottilie*, and told her captain of the sinking of the *Aguila*.

The captain of the *Ottilie* went to the rescue and picked up three boats containing nineteen of the crew. The fourth boat, which contained the other members of the crew, could not be found, and it was presumed that she foundered. On their arrival at Fishguard, several of the crew wore bandages, having been wounded by the fire from the submarine.

Captain Bannerman, of the *Aguila*, said the submarine fired across the bows of the steamship, but he speeded up to fourteen knots to clear the undersea vessel. The submarine was making eighteen knots, however, and quickly overtook them.

Attempt of the *Aguila* to escape seemed to arouse the anger of the Germans, for they gave the crew and passengers only four minutes to leave the ship. But before this the submarine opened fire, which was kept up rapidly while the crew was launching the boats, killing the chief engineer and two of the crew and wounding several others.

BOAT CAPSIZED AND SANK.

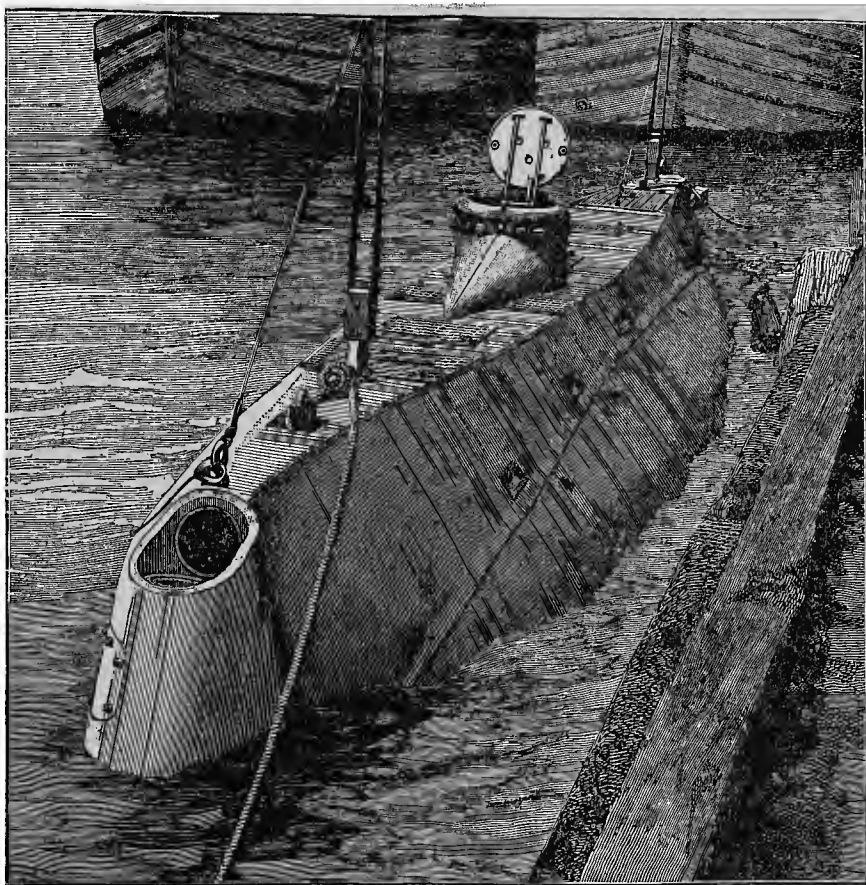
One member of the crew rescued said that a boat in which were ten sailors, a woman passenger and a stewardess, was fired on, and the passenger was killed while the stewardess was thrown into the water and drowned. Finally the boat capsized and sank. The captain of the *Ottillie* which picked up the remaining boat said the submarine was the U-28 and apparently a new craft.

There may be some question as to the right of the United States to intervene in the European quarrel for the enforcement of an abstract principle of international law in the name of humanity, but there is no room for questioning, and there ought to be no time wasted in hesitation, when an American life has been forfeited.

The German submarine campaign took on renewed activity on May 1, the day warnings were sent to Americans not to sail on the *Lusitania*. This was followed next day by news of the torpedoing of the American steamship *Gulflight*, off the Scilly Islands. The Philadelphia oil ship *Cushing* had been attacked a few days before in the North Sea by German airmen.

The *Gulflight* was struck by a torpedo at noon, Saturday

May 1, off the Scilly Islands. Her captain, Alfred Gunter, of Bayonne, N. J., died from a heart attack when the explosive hit his ship. Two other members of the crew jumped overboard



HOLLAND SUBMARINE BOAT IN HARBOR.

apparently fearful that the cargo of gasoline would explode, and were drowned.

Other members of the crew were taken off by a patrol boat

and landed at Penzance. The Gulflight was towed into Crow Sound, in the Scilly Islands, and beached, but the naval authorities planned to have her towed to a safe harbor. Two of her officers remained aboard her.

Eighty-two merchant vessels of the Allies and neutral nations were torpedoed or mined in the "war zone" about the British Isles from the time Germany's submarine blockade became effective on February 18, to the date of the *Lusitania's* sinking. About two-thirds of them were sunk, the remainder limping to port. According to press tabulations 570 lives were lost on these eighty-two vessels.

WHAT IS LIABLE TO CAPTURE.

This German submarine campaign was directed against British merchantmen, and even neutral ships which dared to enter the forbidden zone, in the most ruthless fashion. It had always, previously, been accepted as a principle of international law, that a merchant ship of the enemy was liable to capture, or even to destruction under certain conditions. A neutral ship carrying contraband was also liable to capture. But in both cases it was provided that the lives of innocent non-combatants should be properly safeguarded.

The German submarine, in many cases, not only did not even allow non-combatants to escape as best they could, but in several instances actually opened fire on them as they attempted to leave the doomed ship in lifeboats. Her policy no longer was civilized warfare—it became plain murder.

It was this policy of actual murder that caused authorities of the United States navy to make the statement that the powers would be compelled to come to some clear agreement regarding the use of the submarine.

"It has never been a part of our naval policy," said one

authority, "to use the submarine in the way that is being now employed by Germany. Our official definition of the function of the submarine has always been connected with the national defense. We have discussed their use in protecting our ports from naval attacks by an enemy's ships, and we have considered the use of large, powerful submarines able to go far out to sea with the first line of defense, and there operate against the enemy's war vessels.

PURPOSE OF FIRST SUBMARINES. *

"The first submarines we built, however, were intended solely for use at short ranges in co-operation with our seacoast defenses in and just outside our harbors. I have never seen in any technical military paper or in any discussion of the submarines at the Navy War College or in hearings before the committees of Congress, a plan of using submarines for the purpose of maintaining a blockade, or for preying on an enemy's commerce. In the present war Germany is a law unto herself in this respect, and it must be admitted that, if her claim that the submarine may be used to maintain a general blockade is admitted, there is force in the plea that the old rule as to giving notice must necessarily be broken.

"When during the civil war, we maintained a blockade of the entire seacoast of the Southern States, we did so at the great cost of buying more than 700 vessels to be used as warships on blockade duty. Thousands of miles of coast line was patrolled, and the blockade was maintained effectively and contributed to the final result in a most powerful way.

"But we never attacked a merchant vessel in the manner in which the German submarines have been doing. The vessel that attempted to run the blockade was hailed in the usual manner, and if no satisfactory explanation of her voyage was forth-

coming, she was taken in charge and her passengers and crew were dealt with according to the rules and usages of civilized warfare. No menace was ever offered to the lives of innocent passengers on even the worst blockade runners known.

“But it must be remembered that our war vessel was always in a position of superior strength, and ran no great risk in hailing a vessel suspected of a contraband purpose. The little German submarine, on the other hand, takes great risk in hailing a merchant vessel and probably in such a situation as that in the case of the *Lusitania*, it was even more dangerous. In fact the captain of the liner sailing recently, announced that he would like to see not one submarine, but a flotilla of them, and that if he did, he would ram them and send them to the bottom. It is possible that this fact may have had an important effect on subsequent events.

“But the circumstance emphasizes that for the future conduct of war on sane and civilized lines of action, there must be an international agreement as to the submarine and the waters and conditions under which it may be used, together with very definite rules as to notification if the submarine is to be used as a commerce destroyer. All the interests of this country are against using the submarine in this way. It is practically impossible to preserve the rights of neutrals if the claim of Germany is conceded.”

CHAPTER XVII.

EUROPE SHAKEN BY CONFLICT.

BRIEF OUTLINE OF THE WAR—EVENTS PRECEDING LUSITANIA'S DISASTER—GERMANY'S DRIVE ON PARIS—NATIONS LOCKED IN DEATH STRUGGLE—ENTER OUTLAW PRACTICES.

WHILE this is not a history of the great European war, yet as a phase of that struggle between nations which must go down to the end of time as the most far-reaching that has ever been known, it is necessary that some of the events which have marked the bitter struggle should be referred to briefly.

It is particularly significant that the sinking of the *Lusitania* came as the culmination of a series of acts, and as the part of a war policy adopted by Germany in the devastation of Belgium—the sacking of Louvain, the wrecking of Rheims, the razing of the town of Termonde; the dropping of bombs on Antwerp, on English coast towns—which had indicated to the civilized world that the military policy of Emperor William was such as to justify the fear for the innocents that was realized in the torpedoing of the *Lusitania*.

It was in the little town of Battice in Belgium, where Germany's forces are said to have first inaugurated their ruthless system of reprisal on houses and people alike. Here they destroyed the town because it was said Belgium civilians fired upon the Kaiser's soldiers. This is denied, but has been consistently offered as an excuse and in justification for the acts of the German soldiers, and so, where sturdy, cement-covered stone houses stood, there remained after the German siege guns had

done their work, rows of stone walls—roofless houses with blackened interiors—even the church was not spared. And amid these ruins few people lingered. It was and has been since a graveyard. And then the little town of Dinant, which was destroyed, almost simultaneously with the burning of Louvain. Something under ten thousand people inhabited Dinant—before the war—after it had been swept by the Germans there was not half that number—and these were not the able-bodied fighting Belgians. It was the cruel onslaught of the armed soldiers against the civilians, followed by the wholesale executions and the capture of belligerents.

INNOCENT FELL WITH THE GUILTY.

Men who have ridden through those towns will tell you that the German officers vowed that the Belgian citizens must be taught that they could not fire upon German soldiers without having their lives taken and their homes destroyed—and the Germans were not particular as to whether the women fell, or whether in the hail of bullets which were showered upon houses, the innocent fell with the guilty. The mere presence in a house that was judged to have been the scene of an action against the Kaiser's men, was sufficient to justify the destruction of that house and all within its portals.

Before many days of August, 1914, had passed, every great European power was at war. On August 23 Japan declared war on Germany, and several months later Turkey joined forces with Germany.

The most dramatic; the most spectacular even of the first nine months of the war, was the German drive on Paris. When the German army had been completely mobilized, it brushed aside the Belgian resistance, and extending its front east and west, began its advance, a million strong, towards Paris. The

aim of Germany was to dispose of France with one swift, tremendous blow, and then turn and attend to the Russian hordes gathering on her eastern frontier.

The German advance began on August 17, and during the next three weeks the German mass dealt one tremendous blow after another in an attempt either to crush the centre of the Anglo-French army or to turn its left flank. But it succeeded in neither of these attempts, although the Anglo-French force was compelled to retreat on Paris. Although outnumbered three to one, the retreating army offered the most desperate courage. The small British expeditionary force especially distinguished itself. On August 26 it was singled out for attack. Its two corps were pitted against five German corps, and, although for a time threatened with annihilation, fought with the same obstinacy and imperturbability they displayed at Waterloo. There they saved not only themselves from total destruction, but probably the whole northern army.

HIGH WATER-MARK OF GERMAN INVASION.

The high water-mark of German invasion was Laguy, 17 miles from Paris, and five from the outer ring of forts. Von Kluck reached it on September 6, thirteen days earlier than Von Moltke in the war of 1870.

Having raced from the frontier to Paris to get on the allied flanks, the Germans now raced from Paris towards the frontier to save their own flank. Weary, hungry, lacking ammunition, the German army toiled back, evacuating town after town, whose capture had been a famous victory in Berlin bulletins. But assailed furiously by fresh troops, the retiring Germans resisted with equal fury. At no time did their retreat become a rout. By October 4, they had been pushed back until the nearest of them were seventy miles from the French capi-

tal. Here, along the river Aisne, they fortified and entrenched themselves. Thus ended the great German drive on Paris.

After the Germans had established their line along the River Aisne, they were forced to wage a different sort of battle—"the parallel" battle—which they dreaded. They no longer were able to find a flank to envelop, and so were forced to rely on front attacks, which almost invariably were unsuccessful.

CRITICAL SITUATION.

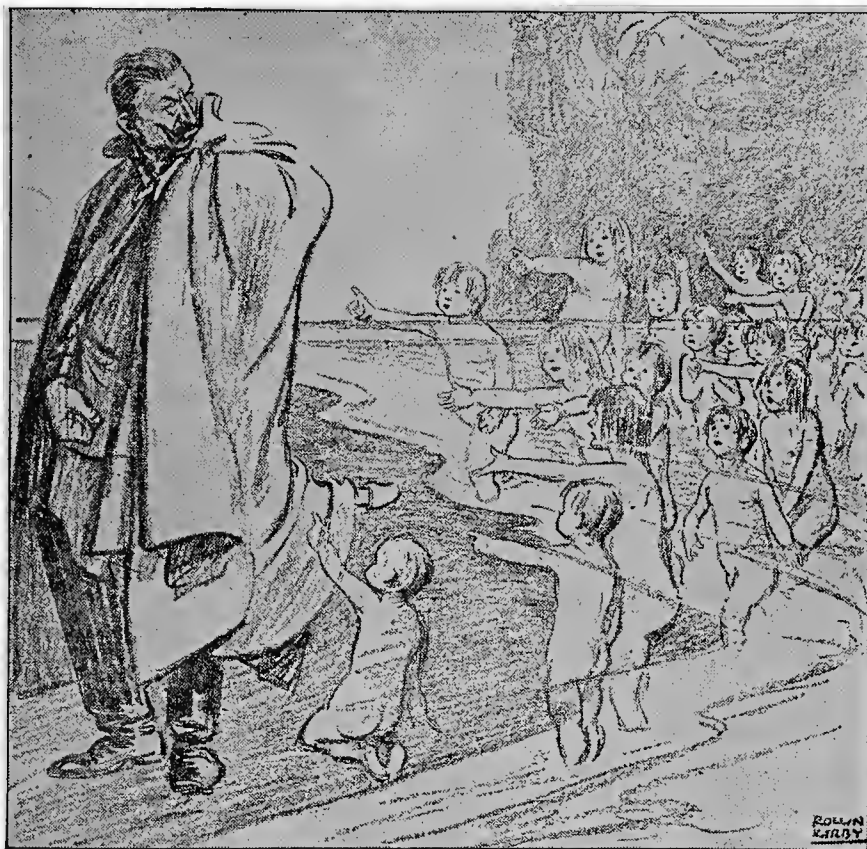
After they took Antwerp, it was a race to see whether they would succeed in reaching the coast of the channel before the gap between the extreme left of the French and the Belgian army could be filled. This was one of the most critical situations of the war. The Seventh Division was sent from England to gain time by a diversion in Western Belgium. The English army on the Aisne was with great dispatch brought up and with greater dispatch thrown into the gap around Ypres. The heroic resistance of the Belgian army on the Nieuport-Dixmude line gave still further delay. Still, throughout the great struggle around Ypres, the issue was often in doubt. The British line was terribly thin and often without reserves.

But once again the immense advantages which the defense offered were manifested. Great masses of Germans were hurled in vain against the British trenches, only to break and fall back terribly decimated. Even when the Germans pierced the British line, at some points, they spent themselves in the attack, and could not withstand the counter-attack of the British reserves.

So the Germans were foiled in the second great movement—their attempt to insert themselves between the allied forces and the coast of the English Channel. The Allies succeeded in establishing a line which stood like a great, impregnable wall—

300 miles long, stretching from the Channel south to Belfort, in Alsace. Such remained the situation of the war in the west well into the month of May, 1915.

And while the Germans were thus engaged, first in trying



"BUT WHY DID YOU KILL US?"

From N. Y. World.

to capture Paris, and crush France, and later in attempting to gain a foothold on the northern coast, what was happening in the eastern theatre of the war? From the reports offered up to

the middle of May, 1915, one could have the Germans winning, or the Russians, or the Austrians—according to which way his sympathies inclined. Almost any day, according to reports, more men were slaughtered, than could possibly have been engaged.

The truth of the matter was, that the fortunes of war alternately rose and ebbed. Neither side could gain a decisive advantage. The Russians would succeed in getting into East Prussia, and then would be chased out of it as speedily as they came. The Germans would advance into Russian Poland until they had come almost to the gates of Warsaw, and then they would be forced to turn and make as good time retreating as they had made advancing.

ABANDONED ALL RULES OF WARFARE.

One day, according to news dispatches from Petrograd, the Russians would be well over the Carpathians on their way to the coveted Hungarian plains. The next day, Berlin or Vienna would report the ubiquitous Russians still on the safe side of the Carpathians, far away from the Hungarian plains they coveted.

The German general, Von Hindenburg, however, achieved a very definite success in this eastern theatre of the war. He met the Russians in East Prussia, cut them to pieces, and left of a large, splendid army, only a disorganized, terrified rabble.

As this book goes to press in May, 1915, we find the Anglo-French fleet, cooperated with by land forces, still forging ahead, slowly, but steadily, to their goal at Constantinople. But not without very considerable losses. On May 12, a Turkish submarine torpedoed the British battleship Goliath, and sank with her 500 of the crew.

During the course of the great war, Germany abandoned

all rules of civilized warfare—not to speak of humanitarian principle—in the operation work of her submarines and airships. She equipped some of her troops with an apparatus for spraying the Allies' trenches with a blazing liquid, and also used asphyxiating gases.

On the night of August 25, a German Zeppelin passed over the famous old city of Antwerp, and dropped bombs in the heart of the city. Ten non-combatants were killed, and much property was destroyed. One victim was an old woman. Her only crime was that she was in a city against which Germany had for the moment directed attack.

VIOLETION OF RULES.

Here, then, Germany violated the rules of civilized warfare in that she failed to give notice of the bombardment of a city, in which there were non-combatants, allowing them opportunity to seek places of safety. Yet on September 2, a German airship dropped eight more bombs, injuring nine persons.

On December 16, a fleet of six or more German cruisers issued forth from their base at Heligoland, and traveling some 350 miles, bombarded the towns of Scarborough, Hartlepool and Whitby, towns on the east coast of England.

More than a hundred persons were killed, and many others injured. The cruisers soon withdrew, and eluding the British ships pursuing, returned to home waters.

The attack was barren of any advantageous results as far as the Germans were concerned—if indeed they expected any results outside of terrorizing non-combatants. The attack caused no diversion of British warships from assigned posts. Neither did the British dreadnoughts come out from behind Scotland and string themselves out as marks for submarines.

The raid did have the effect, however, of setting the people

along the east coast to building private bombproof vaults for themselves. It also resulted in greater stimulating enlistment for the war throughout all England.

During the month of January, 1915, German aeroplanes attacked Dunkirk many times. They inflicted considerable damage on the town and fortress, although the loss of life was small. In the aerial raid of January 21, a dozen bombs were dropped, one of which smashed the windows and furniture of the American Consulate, at Dunkirk, and slightly wounded the American Consular agent. One of the German aeroplanes was brought down, and the two aviators were killed. On the night of January 19, German airships made their long-heralded raid on the coast of England.

“NAVAL AIRSHIPS.”

It is not yet known exactly what they were or whence they came. The German account alludes to them as “naval airships” and states that they returned to their home port undamaged. This port is possibly Cuxhaven or some other German station and not the Belgian coast, for it is said that they passed over Holland on their way. This raised the question, which has been frequently discussed of late years, whether passage through the air is a violation of the neutrality of a country. The airships were thought not to have been Zeppelins, but smaller dirigibles, perhaps of the non-rigid Parseval type.

The night was still and clear, but the airships were not visible except when they used their searchlights, although the noise of the motors was heard when flying low. Their presence was first indicated by the explosion of a bomb in Yarmouth. Eight bombs were dropped here, apparently with the object of destroying the shipping and barracks. Some of them failed to explode, and only one did any serious damage. This struck and

completely demolished the house where a cobbler, Samuel Smith, was working at his bench. Part of his head was blown off by a fragment of the shell and Martha Taylor, seventy years old, who was going by in the street, was horribly mutilated and killed. The bomb buried itself in a hole six feet deep. One of the unexploded bombs was forty inches around the base, twenty-three inches high, and weighed sixty pounds.

This airship or another one passed inland to King's Lynn, sixty miles west of Yarmouth. Here also two persons were killed, a boy and the widow of a soldier who had recently fallen at the front. Apparently the airships were searching for the King's residence, Sandringham Hall, about ten miles north of King's Lynn, on the supposition that the royal family was there. But the King and Queen had left previously for London, and owing to the extinction of all lights, the Hall was not discernable.

GERMAN NEWSPAPERS JUBILANT.

Cromer and Sheringham on the north coast and half a dozen other towns were struck by bombs before the airships departed at midnight, but little damage was done. Many windows were smashed, but the total destruction of property caused by the raid was said not to be more than \$15,000.

The Kaiser sent a message of congratulation to Count Zeppelin, commodore of German aerial fleet. The German newspapers were jubilant over this demonstration and proclaimed that against these new weapons, the isolated position of England afforded her no protection.

It is truly said that when modern Germany goes to war she casts sentimentality and chivalry and humanity to the winds. Her sole object is to terrorize. Belgian women were compelled to watch their husbands executed before their very eyes.. Mother

ers with infants on their breasts were forced to trudge along weary roads, without food for days.

A favorite German pastime, during the early stages of the war, was to choose the Sabbath—when old men, women and children left behind by the French soldiers were gathered together at worship in the churches of Paris—and hover over the city, dropping bombs on the inoffensive people. It is said that in a small village near Rheims as many women and children as men were among the slain.

Albert, King of the Belgians, in an interview, had words to the following effect to say concerning the German treatment of his people. They are the words of a great man, a man who, together with his people, were wronged beyond all measure; but yet a man striving to express himself without prejudice, in all fairness. No words could more soberly or more tragically express the indictment of outraged Belgium against Germany.

BEHAVED MORE LIKE BEASTS THAN MEN.

“Awful things were done, especially during the invasion,” the King said, “but it would not be just to condemn the whole German army. Some regiments behaved in a most human manner; but others behaved more like beasts than men.

“The government report was based on an investigation conducted in the most impartial, truth-seeking manner. No statement was accepted—no matter how reputable its source—until it was absolutely verified.

“There is a limit to the cruelty which the human body can bear up under—often the lips of the victim are sealed forever. But we have many hundreds of diaries taken from the dead or imprisoned German soldiers. These diaries describe, in minute detail, the ingenious forms of diabolical cruelty which were practised upon many of my innocent, non-combatant subjects. The

government kept these diaries. They furnish positive, irrefutable testimony of what actually happened when a brutal army swept over Belgium."

The King had spoken with restraint, but there could be detected in his manner of speaking the strain under which he was laboring. Not only did he feel the horror of the inevitable tragedies of war, but even more keenly did he feel the horror of the torture and death visited upon innocent non-combatants.

To the suggestion that townspeople fired on the Germans, the answer was: "The town authorities had taken charge of all weapons. No organized attack could have been made by civilians. There may have been an individual case here and there, in which a civilian fired on the Germans, but who will say that the provocation was not of the greatest? In occupied territory, no excuse could be offered, of course, for such actions."

Many Belgian officers, the King advised, have said that in some cases crowds of women and children were driven ahead of the German army, as a shield for the troops.

"It is all too true! This inhuman practice has been a common one with the Germans. When Belgian soldiers fired on the advancing enemy, they often fired on their own people—perhaps slaughtered their own sisters, their own mothers, their own children. Mon dieu, how horrible!"

The King made no effort to conceal his measureless grief, his measureless indignation. He said nothing more. What more was there to say?

CHAPTER XVIII.

WARS NEW TERRORS.

THE DESTRUCTION OF LOUVAIN AND RHEIMS—FIREBRAND AND DYNAMITE BOMBS SHOWERED UPON DEFENCELESS CITIES—POISONOUS GASES NEW DESTROYING AGENTS—AIRSHIPS BATTLE IN SKIES.

THE one greatest barbaric act of vandalism committed by Germany in its war on land, was one which might have shamed Attila and Huns in the days gone by. Everywhere the crime against Louvain has been cited as the most diabolical act of the Kaiser's forces. The world has deplored the outrage and pointed to the burning and dynamiting of the city as barbaric.

Neither time nor money can restore Louvain, nor can any act of humanity undo the work of the Germans. A city made beautiful and world famous by great architects, sculptors and artists was laid waste.

With torch and dynamite the masterpieces of artisans dead hundreds of years were turned into ashes and debris. Deliberate intent marked the efforts of the German soldiers. From floor to floor through shop, chapel or private home they went carrying fire brands and weapons of destruction.

The people were given barely time to put a few of their personal belongings into bags or pillow cases and flee. Thousands were rounded up and marched through the night to concentration camps.

It was war upon Louvain—the strong, the weak, the young, the old, and all the beloved city contained—but it was more than

that: it was robbery; it was the destruction of priceless works of art which belonged to all the world.

The soldiers piled chairs, tables and household furniture together and plied the torch, and as the flames mounted upward they drove the owners before them.

Such are the tactics adopted by the stealthy American savages, in the French and Indian War, and which marked them for all time without the pale of civilization.

Hardly had the world recovered from the shock it experienced in reading about the destruction of Louvain, when on September 12, Termonde, Belgium, a town of 10,000 people was burned and sacked by the German soldiers. Then came the onslaught on Rheims which brought down upon the Kaiser's army the execration of the earth.

THREATENED TO DESTROY CITY.

For more than a week the Germans had occupied Rheims, when they were driven out by the French. Then the German military authorities warned the people of the city that if they made attacks on the German soldiers or harassed them, the city would be destroyed, and that those who had been seized when the soldiers took possession of the city would be put to death.

Reinforced by the arrival of troops, the Germans on September 18 again assumed an offensive attitude and began bombarding the city. They operated from the dismantled forts on a hill three miles north and poured a rain of shell into the city which soon fired the buildings. The famous cathedral was demolished, and the inhabitants sought refuge in cellar and chamber vault.

One of the most vivid pictures of the bombardment which has been given to the world was that presented by a correspon-

dent of the London Evening News, who witnessed the attack from a tower of the Cathedral:

“ Directly the shells began to hit the cathedral in the morning, some German wounded were brought in from the hospital near by, and laid on straw in the nave, while Abbe Andrieux and a Red Cross soldier pluckily went up to the tower and hung out two Geneva flags.

“ I believe a shell which hit the building while I was there was a stray shot, for the German gunners could hardly miss so huge a mass, towering as it does above the town, if they really wished to reach it.

SURPRISE AND INDIGNATION.

“ Once, one of them, screaming abominably, crashed through the transept roof of the other end of the cathedral. I shall never forget the note of horrified surprise and indignation that burst from the old sacristan, as a shell smashed a hole in a tall house before our eyes. ‘ That’s my house,’ he shouted, as if for the German gunners three miles away to hear his protest. Then his voice dropt to a key of bitter grief. ‘ Ah, the misery of it!’ was all he said, and his face remained unmoved, for none of the little group of priests and cathedral officials showed either fear or emotion. ‘ You must remember we have had three days of this,’ said one of them.

“ Meanwhile, the courtesy and good nature shown to the German wounded left in the city was astonishing. While shells were falling around the temporary hospital in the nave, I found French officers talking to them, bringing wine and giving them every consideration. There was only one subject the Germans wanted to talk about. Was it not possible, they asked, to get a bigger Red Cross flag to put on the tower?”

The bombardment was continued for several days after

this. One of the towers of the cathedral was struck, the rose window broken and all the woodwork burnt. President Poincaré and the Pope have published protests against such an act of vandalism. Few of the German transgressions, however, compare with the enormity of the offense charged against Germany in using bombs laden with poisonous fumes.

Four American correspondents and two from other neutral nations—Holland and Switzerland—in the month of May, at the instance of the French government, inspected the hospitals where lay victims of these German asphyxiating gases. The Kaiser's forces, it appeared, had used bombs, which when exploding near the trenches in which the soldiers of the Allies were fighting, emitted poisonous gases and fumes which hung over the earth and brought death or insensibility to thousands of the fighters. The investigation by the correspondents was reported to have fully confirmed the allegation that the Germans were using such death-dealing devices in violation of all rules of civilized warfare.

SUFFERED FROM EFFECTS OF THE GAS.

The invitation was extended as soon as the official English and French investigators had concluded their examination of the soldiers who had been subjected to the gas. Some of the men survived and were still suffering from the effects of the gas. Many, however, were dead. Physicians at the hospitals visited were instructed to give the fullest information regarding the history of each patient examined, so that the results obtained by the correspondents were complete and from thoroughly scientific sources.

The first hospital visited was at Zuydcoote, on the coast, a few miles north of Dunkirk. Out of seventy-five victims of

German gas, who were sent to this institution, three died, and fifteen were convalescent.

Twenty of the remainder were examined by the correspondents. Some had arrived a few hours after being poisoned. Professor Ratheray, one of the most eminent physicians of Paris, described the cases. It was he who had performed the autopsy over those who had died. The first one to arrive at the hospital had turned a violet tinge. He died the next day, and an autopsy showed that he formerly had tuberculosis.

Another victim died two days after his arrival at the hospital. He, too, once had tuberculosis, and the immediate cause of death was tubercular pneumonia. Another subject, who had been in perfect health, died from pulmonary congestion, caused by the gas.

MANY DEATHS CAUSED BY GAS.

Professor Ratheray estimates that among the French troops alone, between 3000 and 3500 men were affected, and of this number it is no exaggeration to say that ten per cent. died on the field of battle, and that six per cent. died in hospitals.

Experiments were made with various gases on the men who recovered, and all of them agreed in saying that chlorine had the same taste as the gas used by the Germans.

Several of the victims were interviewed. All said that the effect of the gas had been terrible and instantaneous. Many men, they said, were overcome while stooping to pick up their haversacks before running from the poisonous cloud. Most of them were unable to rise again, but some were able to stagger a few yards before succumbing entirely. A few of these were dragged from the poisoned zone by their stronger comrades.

Those who escaped arrived at the hospitals expectorating blood. They had collapsed utterly in most cases, and for days

after were racked by terrible coughing. It was a curious fact that in many cases fever developed four to five days later. Then pneumonia developed. The men who bore the brunt of the attack of the gas bombs were pathetic sights. Those who did not



BRITISH SOLDIER WEARING RESPIRATOR WITH AIR VALVE ON TOP.

die were little better than confirmed invalids, their vitality low, and their usefulness as soldiers destroyed.

The poisoned arrow has long since been placed under the ban of civilized nations. How, then, shall intelligent human

beings in this enlightened century view the use of such poisonous gases in warfare?

The burning of houses by the German soldiers, according to most reliable correspondents and others, was of no desultory character. The firebrand—at least its modern equivalent—was methodically used in Belgium and on the French frontier, where buildings were razed which stood in the path of advancing soldiers.

Motor tank cars filled with gasoline were run through the streets of a town, sprinkling the outsides of the houses, which were fired in turn by means of hand grenades. It has also been asserted that many German regiments had an incendiary corps, the members of which were equipped with gasoline cans strapped to their bodies. These men entered the house to be burned and sprinkled the liquid through the rooms.

THE FIREBRAND METHODICALLY USED.

Firebrand disks were carried by many German soldiers in Belgium. These disks were small wads about the size of a five cent piece, and closely resembling charcoal, and were composed of a nitrocellulose material. These disks were carried in small bags, which were ignited and thrown through the windows of the houses to be burned. Each disk burned violently and jumped about like a firecracker, although the combustion caused no noise and left no trace of what caused the fire.

Perhaps the most picturesque incident of the war is that described in the battle between monster Zeppelin airships and aeroplanes of the English Allies in which one of the big dirigibles, as the Zeppelins are designated, was rendered helpless, and fell into the sea, where its crew of sixty men perished. All told four Zeppelins were destroyed after they had succeeded in killing one woman and three innocent children.

The first Zeppelin to be brought down on French soil fell in an engagement at Calais, where the airship had attacked the city. The Zeppelin and two Taubes came in over the sea. Scarcely had they begun to drop bombs when they were located in the skies by searchlights and were subjected to a violent cannonading.

The aerial invaders made a desperate attack, but were driven off. Later they returned and were fired at with shrapnel, and were obliged to seek a great height. For a time they escaped damage, but when flying in the direction of Bologne, followed by two Taubes, one of the big Zeppelins was shot at by a battery at Cape Griz Nez, as it was passing Marguaise and was hit with a shell.

WRECKING A ZEPPELIN.

The invaders turned back at once and passed once more near Calais. The winged Zeppelin was unable to reach the German lines, and fell on the beach at Fort Mandick, about two miles from Dunkirk. Forty men on board of the craft were taken prisoners, among them being seven officers. The machine was wrecked.

One woman and three children were killed, but little material damage was done, considering the scale of attack. Railway communications, which seem to be the object of attack, were not affected.

Just after dawn another Zeppelin flying from the direction of the English coast was sighted over the Channel by the crew of a French torpedo patrol boat. The airship was flying slowly at no great height, and thus offered a good mark for the gunners on board the destroyer.

They fired several shots at her, and one took effect, for immediately afterward the huge craft was observed to have a very

decided list. This increased momentarily until presently the whole ship appeared to crumple up, made one or two frantic dives, and fell into the sea, a few miles from Graveline, within sight of Grisnez Light. The Zeppelin and crew disappeared totally in the sea and the bodies were afterward seen floating about in the vicinity.

German airships had attacked the French port of Calais and Ramsgate on the British coast, twenty miles north of Dover, England, when they were engaged by shore batteries, torpedo boats, and on their return toward Germany by an aeroplane squadron in Belgium.

The Zeppelin that attacked Ramsgate was chased off by Eastchurch and Westgate machines as far as the West Hinder lightship. When off Nieuport, Belgium, she was attacked by eight naval machines from Dunkirk. Three machines were able to attack her at close range fire.

Flight Commander Bigsworth dropped four bombs when 200 feet above the airship. A large column of smoke was seen to come out of one of her compartments. The Zeppelin then rose to a great height—11,000 feet—with her tail down and was severely damaged.

CHAPTER XIX.

THE SHIP THAT WENT DOWN.

PREY OF GERMAN SUBMARINE WAS QUEEN OF SEAS—A FLOATING PALACE THAT COST MILLIONS AND CARRIED A CARGO WORTH MILLIONS MORE—REPEATED ESCAPE FROM DEADLY FOES.

SHE cannot sink. That was the thought which had given confidence to thousands of human beings who were fortunate enough to journey across the seas in the wonderful Lusitania. Men who have made a life study of building great vessels conceived in the ill-fated Cunard Liner, a craft that would weather the most violent storm; withstand the buffeting of the angry waves, and ride in triumph to her destination.

Vain were the boastings that she could not sink. A long steel missile, conical shaped, and laden with a high explosive, designed by other men to make futile efforts of the ship builders to produce a craft of safety, plunged through the metal side of the giant passenger boat, and destroyed in a few short minutes the work which it had taken a thousand men months to complete.

The world will never forget the hundreds who went to their death on the Lusitania, through the diabolical efforts of the German submarine, and they will remember the wonderful boat in which they perished, for at her destruction she was the greatest ship afloat.

The Lusitania was built in the yards of the British ship-building firm of John Brown & Co., at Clyde Bank, on June 7, 1906. She was the largest and most palatial steamer ever constructed, and proved to be the fastest, breaking the world's record for speed on her maiden voyage. She was the first of

the transatlantic palaces to cross the ocean and land passengers four days from departure from port.

The Lusitania, with her sister ship, the Mauretania, represented the final achievement of the Cunard Steamship Company in the construction of transatlantic liners. Limit of language makes adequate description of the mammoth vessel almost impossible. The boat was 790 feet long, had a breadth of 88 feet; depth to boat deck, 80 feet; draught, fully loaded, 37 feet, 6 inches; displacement on load line, 45,000 tons; height to top of funnels, 155 feet; height to masthead, 216 feet. The hull below draught line was divided into 175 water tight compartments, which made the vessel as nearly proof to accidents of nature as human agency could make it.

QUEEN OF THE SEA.

This monster of the deep was propelled by four screws rotated by turbine engines of 68,000 horse-power, capable of developing sea speed of more than twenty-five knots an hour, regardless of weather conditions, enabling her to maintain with ease a schedule with the regularity of a railroad train.

The passenger accommodation throughout, for 550 first class; 500 second class; and 1300 third class, was wonderful, and in magnificence and comfort was unapproached.

Size and height of saloons and private staterooms, combined with exquisiteness of design, sumptuousness of decoration, and fitted with every modern electrical device tending to comfort, including telephonic communication with every part of the vessel, made it impossible to realize that they were rooms aboard ship.

Regal suites, consisting of two bedrooms, private dining room and butler's pantry, reception room and bath room, were adorned with delicate tapestries, furnished with Sheraton dress-

ing tables, brocaded settees, bedsteads of brass, and fitted with the best of bedding, blankets and linen—the whole cared for by skilled fingers.

There were open fireplaces; window shaped and curtained; nooks and cozy corners and even elevator service conveniently located to make inter-deck communication a pleasure. Sanitary lavatories, bath rooms and showers, in white tile and enamel, were numerous, conveniently distributed and amply supplied with hot and cold water.

Cusine, famous for excellence, was enjoyed by the Lusitania passengers, special attention being paid to the *a la carte* service, where one might dine at any desired hour or give private dinners without extra charge. No great metropolitan hotel offered more in the way of service and facilities for enjoyment and comfort than this palace of the deep.

EVERY LUXURY DESIRED.

It was the luxuriousness of the Lusitania's accommodations which, together with her unfailing swiftness, made her the favorite of many of the most noted transatlantic travelers. Her nearly two thousand passengers were enjoying every comfort and luxury that modern science could provide—every luxury that the heart could desire or the imagination conjure up. The sun shone brightly and the Irish shore appeared beautiful in the near distance—when suddenly the German submarine appeared; there was the great crash of the torpedo, and the palatial ship, with nearly two-thirds of its gallant company, sank almost instantly to its watery grave.

On the day of the launching, the Lusitania received her name from the lips of Dowager Lady Iverclyde, her sponsor. She was the newest and greatest maritime wonder. It was said at the time that she would smash the speed records, and she

did—even her own. For years the New York papers awaited her arrival in port as an event equal almost to a championship polo tournament on Long Island, or a bitterly fought middle season baseball series at Coogan's Bluff. With 3000 passengers, she made her maiden voyage on September 7, 1907, and reached New York in five days and 54 minutes, a record at that time. But the captain said, "I'll beat this," and thereafter that record was lowered and lowered, until the four-day trip was a reality.

Although German steamship men said that the vessels out of Hamburg made better time to New York than did the *Lusitania* from Liverpool, no one ever disputed her mastery of the sea, so far as speed was concerned, and the reputation she acquired at the outset of her career lived on, despite the birth of liners such as the *Imperator*, *Olympic* and *Vaterland*.

SPEEDIEST SHIP ON THE OCEAN.

The zenith of her speed was reached on a western voyage when she still was a youngster. It was four days, 11 hours and 42 minutes.

The *Lusitania*'s first trip after the war began was made on August 4, when she slipped out of New York shrouded in darkness, save for her port and starboard lights. But 212 passengers were aboard, and as it was known that the *Lusitania* was the biggest sea-going prize that could fall into the hands of German war craft, even they expressed their fears. But the trip was made in safety.

According to William Marconi, the inventor of wireless telegraphy, the *Lusitania* was chased by a submarine off Fastnet on her return voyage, when he was a passenger, but it was kept secret from the passengers and the newspaper reporters on arrival in New York.

"I think it is a terrible thing to have happened," Mr. Marconi continued, "and should teach the steamship companies two things at least—first, that it is not wise to boast too much of the speed of a ship in time of war, and also that secrecy regarding the incidents which happen on a voyage can be carried too far.

"Only a few persons were informed on Sunday, April 18, that the periscope of a German submarine had been sighted off the Rocky Island, called the Fastnet, by Cape Clear, and that the Lusitania, with her 22-knot speed, had got clear away before the dread commerce destroyer could get near enough to launch a torpedo. I was surprised to hear that Captain Turner came so close to the Irish coast again on the present eastward voyage," was Mr. Marconi's comment, "but I presume he relied upon the speed of his turbines to elude the submarines."

AN INTREPID SAILOR.

But Captain W. T. Turner, of The Royal Naval Reserves, in command of the Lusitania when she went to her watery grave, was an intrepid sailor. He is said to be one of the most daring seamen who ever led a liner across the ocean, and has braved mines, torpedoes and submarines on several occasions since the war began.

On one of her runs the big ship hoisted the stars and stripes to deceive the enemy lurking at Queenstown. This gave cause for grave concern in Washington, and it was said that Captain Turner made use of the American flag on his own initiative. Later, however, it was declared that the move was ordered by the British Admiralty, and that the captain had nothing more to do than obey orders.

Captain Turner is the son of a sea captain, born in Liverpool, in the year 1856. He began his own career as a sailor

with a voyage as a deck boy in the sailing ship *White Star*, from the Mersey to Aden, around the Cape of Good Hope, at the age of thirteen.

The *Queen of the Nations* was at that time lying at the Guanape Islands, under command of his father, and there the boy was transferred and came on his first voyage under his parent's training. Since that time his life has been entirely given to the following of the sea.

In April, 1903, Commander Turner received his first command in the Cunard Line, when he was appointed to the charge of the steamer *Aleppo*, engaged in the Mediterranean trade. During the last ten years he has commanded most of the principal steamers of the fleet, among which may be mentioned the *Carpathia*, *Ivernia*, *Umbria*, *Caronia*, *Carmania*, *Lusitania* and *Mauretania*.

COMMANDER IN THE ROYAL NAVY RESERVE.

He holds the South African transport medal for services rendered while on the Cunard Liner *Umbria*, and also the Shipwreck and Humane Society's medal for saving a boy. Captain Turner holds the rank of Commander in the Royal Naval Reserve. He is a member of the executive council of the Mercantile Marine Service Association.

While in command of the *Mauretania*, in 1912, Captain Turner rescued from the lifeboats, in which they had taken refuge, a part of the crew of the British steamship *West Point*, who had abandoned their ship and taken to the boats when the *West Point* was afire from end to end. For his services on this occasion he received an illuminated testimonial from the Shipwreck and Humane Society.

Captain Turner is married and is the father of several children. One of his sons is now fighting in France.

While in command of the steamer *Transylvania*, in January, 1915, Captain Turner ran away from a submarine.

When he heard that submarines were looking for his ship he gave orders to the engine room to put on all steam possible. Within an hour the *Transylvania* was going at a clip of 18 knots an hour, which Turner had thought entirely too much to expect of her. The whole ship throbbed as the engines worked desperately for a maximum speed.

Along toward dusk came a British cruiser. Flash signals were used and the passengers who knew something was up, gathered on deck to watch the interchange of words. The cruiser urged Turner to get along as fast as he could and hug the Irish shore.

"LIGHTS DOUSED."

She also ordered "lights doused." Down went all the outside lights, while inside only such lights as were needed for the passengers to make their way were allowed.

That time Captain Turner beat the submarines, getting the *Transylvania* into Queenstown 2 o'clock the next morning, all safe. Passengers were kept aboard the ship for five days after which they had to debark, going to London by way of Dublin and Holyhead.

On her fatal voyage, the *Lusitania* carried besides her precious human freight, a cargo worth \$735,579, according to announcement of Hendon Chubb, of Chubb & Son, marine underwriters. The principal items in her manifest, making about two-thirds of its value, were means for military use and were contraband of war. The list includes: Sheet brass valued at \$50,000; copper and copper wire, \$32,000; beef, \$31,000; furs, \$119,000; copper manufactured, \$21,000; military goods, \$66,000, and ammunition, \$200,000.

The mammoth liner's hull was valued at \$6,500,000, and the fittings increased her cost to nearly \$10,000,000, so that the ship and cargo sunk off the coast of Ireland, represented about \$10,735,000. In addition to her usual insurance on a value of \$7,500,000 at 3 per cent., the Lusitania carried an additional war risk at 1 1-4 per cent., for each round voyage. It is understood that the Cunard Line itself carried one-third of the insurance on the ship, the rest being divided among Lloyd's and other underwriters.

About half the insurance written on the cargo was taken by local companies, the rest being carried by Lloyd's. The rate was low, 1 per cent., which was based on the theory that the Lusitania was too fast to be caught by a submarine. It was thought by Mr. Chubb that developments would show the attack was made by more than one submarine, a contingency which the insurance men apparently had not taken into consideration.

On the slower steamships under the British flag, a rate as high as 1 1-2 per cent. has been charged. On American vessels bound through the war zone, the rate has been one-quarter to one-half of 1 per cent. for war risks.

The first risk accepted after the news of the Lusitania disaster was on a slower English vessel, and the insurance was taken at 2 per cent. It was said that rates were not being quoted, but would be made to fit the individual shipments, regardless of possible further success by the German submarines.

This is the manifest of the Lusitania's cargo:

FOR LIVERPOOL.	LBS.	VALUE
Sheet brass	100,000	\$ 49,565
Copper	111,762	20,955
Copper wire	58,465	11,000
Cheese	217,157	33,334

FOR LIVERPOOL.	LBS.	VALUE
Beef	342,165	30,995
Butter	43,634	8,730
Lard	40,003	4,000
Bacon	185,040	18,502
Casings	10 pkgs.	150
Canned meat	485 cases.	1,173
Canned vegetables	248 cases.	744
Cutlery	63 pkgs.	10,492
Shoes	10 pkgs.	726
Tongues	10 pkgs.	224
Oysters	205 bbls.	1,025
Lubricating oil	25 bbls.	1,129
Hardware	31 pkgs.	742
Leather	30 pkgs.	16,870
Furs	349 pkgs.	119,220
Notions	2 pkgs.	974
Confectionery	655 pkgs.	2,823
Silverware	8 pkgs.	700
Precious stones	32 pkgs.	13,350
Jewelry	2 pkgs.	251
Belting	2 pkgs.	1,123
Auto vehicles and parts	5 pkgs.	616
Electrical material	8 pkgs.	2,464
Machinery	2 pkgs.	1,386
Steel and manufactures	3 pkgs.	354
Copper manufactures	138 pkgs.	21,000
Aluminum	144 pkgs.	6,000
Brass manufactures	95 pkgs.	6,303
Iron manufactures	33 pkgs.	3,381
Old rubber	7 pkgs.	341
Military goods	189 pkgs.	66,221
Dry goods	238 pkgs.	19,036
I. R. goods	1 pkg.	131
Wire goods	16 pkgs.	771
Reclaimed rubber	10 pkgs.	347

FOR LIVERPOOL.	PKGS.	VALUE
Staves	2,351 pkgs.	200
Brushes	4 pkgs.	342
Ammunition	1,271 cases.	47,624
Salt	100 pkgs.	125
Bronze powder	50 cases	1,000
FOR BRISTOL.		
Dental goods	7 pkgs.	2,319
Steel and manufactures	4 pkgs.	331
FOR DUBLIN.		
Engines and material	2 pkgs.	140
FOR GLASGOW.		
Notions	1 pkg.	479
FOR KOBE.		
Liquid glue	2 pkgs.	124
FOR LONDON.		
Books	9 pkgs.	845
Drugs	8 pkgs.	458
Wool yarn	1 pkg.	105

The vessel carried an unusually small quantity of mail for a large transatlantic liner. There were only eighty-six mail bags on board. The bags were made up as follows: Forty-seven bags of ordinary letters from New York City, twenty-seven bags of registered letters from New York City, six bags of newspapers from New York City, and two bags of ordinary letters from Baltimore.

The mail was directed to places in England, Scotland, Ireland, France, Bombay, Switzerland, Spain, Norway, Russia and South Africa.

The average cargo of mail carried by transatlantic liners is about 1,000 sacks.

In the strong box of the Lusitania at the bottom of the sea, off the Irish coast, is approximately \$5,000,000 of money, foreign exchange, and other valuables belonging to Chicago people.

Of this treasure \$3,000,000 consists of foreign exchange belonging to the First National Bank of Chicago. This paper was largely duplicated before it left the local bank and the actual loss will not be great.

Had the Post Office Department not prescribed shortly before the Lusitania's departure that mails intended for her be specifically directed to the ship, the amount of Chicago treasure aboard her would have been much greater. The Illinois Trust and Savings Bank and the Continental and Commercial National Bank are congratulating themselves that the bulk of their mails missed the liner.

INSURANCE POLICIES TAKEN OUT.

Because of the danger from mines and submarines in foreign waters many of the Lusitania's passengers took out insurance policies before the boat left New York. It was estimated by insurance authorities that the life, accident and industrial policies held by the victims represented a sum of more than \$6,000,000. A few days before the Lusitania left port, Alfred Gwynne Vanderbilt took out an accident policy for \$100,000. Several large insurance policies he originally carried matured and the money was collected a couple of years ago, and at the time of his sailing he had practically no other insurance save the accident policy.

When the craft went to the bottom of the ocean, it carried with it Henry Pollard, and with him a formula for the manufacture of poisonous gases which he intended to offer to the British Government.

Pollard hoped that the gases would be effective as a retaliatory measure against the Germans in the trenches. He had given much time and infinite study to working out the formula,

and was convinced that in operation the gases would prove more destructive than anything invented by German scientists.

The *Lusitania* is the third big trans-Atlantic liner lost since the war started. The others were the White Star Liner *Oceanic*, wrecked off the north coast of Scotland, September 8 last, and the North German-Lloyd steamer *Kaiser Wilhelm der Grosse*, converted into a German auxiliary cruiser, sunk by the British cruiser *Highflyer*, August 27.

A fourth big steamer, the mammoth Cunarder *Aquitania*, was severely damaged in a collision with the Leyland Liner *Canadian* off the Irish coast in the latter part of August.

THE OCEANIC MADE AN ARMED CRUISER.

The *Oceanic* was taken over by the British Government and made an armed cruiser upon her arrival at Southampton, August 8, from New York. She ran ashore on the coast of Scotland and was a total loss. All her officers and crew were saved.

The destruction of the *Kaiser Wilhelm der Grosse* was announced by Winston Churchill in the House of Commons. The steamer, a vessel of 14,000 tons, had been fitted out with ten four-inch guns. Her survivors were saved before the vessel sank. The *Highflyer* had one killed and five wounded.

The *Aquitania* collided with the *Canadian*, also fitted out as an auxiliary cruiser, while both were patrolling the coast of Ireland. So severe were the *Aquitania's* injuries that she was laid up undergoing repairs all winter.

The career of the *Lusitania* was comparatively uneventful up to the time of the war. Owing to an accident to her machinery she was laid up for six months in 1913. One of her most eventful voyages was completed on her arrival in New York on September 16, 1911, having crossed the Atlantic three

times in less than three weeks. In January, 1914, the *Lusitania* rescued the crew of the little Canadian brigantine *May Flower*, which was wrecked 1,000 miles from the Canadian shore.

The Navy Department charts in Washington show that the waters off Kinsale, where the *Lusitania* is reported to have sunk, are comparatively shallow, ranging from 120 to 200 feet in depth at a distance of nine or ten miles from shore. This, naval officers said, should make possible the recovery of valuable property aboard the ship.

The *Lusitania* sank in sixty fathoms of water, and will never be raised, according to statements of the Cunard Company.

CHAPTER XX.

CAMPAIGN OF MURDER ON LAND AND SEA.

COMMITTEE FORMALLY CHARGES GERMANY WITH WAGING
MURDEROUS WAR—INVESTIGATED STORIES OF CRUELTY—
THE GERMAN HARVEST OF THE SEAS—A RESUME OF COM-
PARATIVE SEA DISASTERS.

THAT the world might know precisely what justification there might be for the charge made that Germany on land and sea was waging a campaign of deliberate murder, a "British Committee on Alleged Atrocities" made an investigation during a period prior to the sinking of the *Lusitania*, which resulted in the compiling of a report which proved to be one of the most extraordinary documents ever laid before the public.

The word "atrocities" long ago became one of the most overworked terms in the vocabulary of the war. During the early days of the conflict, after it had found its first application in the rape of Belgium, it appeared in news dispatches with such frequency that its effect was greatly weakened.

Charges of diabolical cruelty were made by the Germans, the Belgians, the British, the French, the Russians, the Austrians and the Servians against the forces they were respectively fighting. Because of their access to the cables the Allies succeeded in giving their accusation overshadowing emphasis in America and other neutral countries; and there was created finally a widespread belief that the Germans had actually practiced in Belgium that system of "frightfulness" which had seemed a mere theatrical pretense invented to terrify.

In time, however, this opinion lost vigor. German count-

er-charges against the Belgians diverted attention. Some correspondents, after touring selected districts under the guidance of solicitous German staff officers, and finding no heinous crimes brought to their notice, blithely testified that the violation of Belgium had been accomplished with no more than ordinary hardship to the inhabitants, and devoted themselves to praising the humanity and gentleness of the invaders, as contrasted to the sullen vindictiveness of the native people.

But discredit in the greatest manner came to attach to the charges against the German forces because so many tales of horror seemed upon investigation to be mythical. One story in particular—that of Belgian children whose hands had been lopped off—became almost an obsession among the credulous. Every publication had the experience of receiving the most explicit information concerning victims of this kind, some of them alleged to be sequestered in this country.

BLACK RECORD OF CRUELTY.

But the case was re-opened and retried in a manner that canceled the too-ready acquittal pronounced by Americans. The character of the commissioners, their methods of procedure, and the cumulative effect of the heaped-up evidence they presented, left no room for doubt that their findings were essentially true, and that Germany had been responsible for a black record of cruelty.

As to the personnel of the investigators: James Viscount Bryce practiced law for fifteen years and taught it at Oxford for nearly a quarter of a century; moreover, as a historian he has won world-wide renown for accuracy and impartiality.

His colleagues were Sir Frederick Pollock, judge of the admiralty court, and a noted legal expert; Sir Edward Clarke, formerly solicitor general and the most eminent of British law-

yers; Sir Alfred Hopkinson, famous as a barrister and writer upon law; Herbert A. L. Fisher, economist and historian; Harold Cox, editor of the *Edinburgh Review*, and Kenelm E. Digby, permanent under secretary of state.

Their report, to be sure, is an *ex parte* statement, except that it is based in some measure upon the diaries of German soldiers; but its weight could hardly be overestimated. It is doubtful whether there is an intelligent American—or even an intelligent German—who would hesitate to intrust his property or even his life or his honor to the judgment of these seven men.

Their function was in its nature judicial. For four months the British authorities had been collecting sworn testimony upon the military acts of Germany in Belgium—and for four additional months the commissioners examined the records so obtained, comparing, dissecting and relentlessly judging every detail in the mass of 1200 affidavits, and putting to each statement the acid test of their experience and legal penetration.

SIFTED EVERY STORY.

And it must be remembered that identical methods were pursued, upon official direction, in gathering the affidavits. Witnesses were cross-examined and subjected to rigorous tests as to the credibility and mental poise. Realizing that the terrors they had endured had produced in many Belgians a condition of hysteria, the most minute care was taken to sift every story, and those recitals which were not fully corroborated were rejected.

With these facts in mind, it is impossible not to be convinced that the almost incredible ferocity revealed in such records as the following really were practiced:

“We find many well-established cases of the slaughter of whole families, including not infrequently that of quite small

children. On August 24, men, women and children were pushed into the front of the German position outside Mons * * * * At Tournai, 400 Belgian civilians, men, women and children, were placed in front of the Germans, who then engaged the French. Two children in Weerde were killed with the bayonet as they were standing in the road with their mother.

At Gelrode, twenty-five civilians were imprisoned in the church; seven were taken out by fifteen German soldiers in charge of an officer. One of the seven tried to run away, whereupon the other six were shot.

KILLED IN MASSES.

Unarmed civilians were killed in masses at Dinant. About ninety bodies were seen lying in a single square. The town was systematically set on fire by hand grenades. The village of Vise was completely destroyed. Officers directed the incendiaries, who worked methodically with benzine.

At Tamines a large number of civilians, among them aged people, women and children, were deliberately killed. A witness describes he saw the public square littered with corpses, and found there the bodies of his wife and child, a seven-year old girl.

There are 30,000 words in the report, and instances like these might be multiplied scores of times. There is no need to quote more or to cite the most shocking examples of cruelty. "Murder, rape, arson and pillage," declare the investigators, "began from the moment when the German army crossed the frontier."

But, it will be said, outrages of this character are to be expected in the wake of such huge forces during a bitter war; the best-disciplined army will contain a proportion of criminals,

whose instincts cannot be fully controlled in such times of excitement. As to this the report says:

“In this present war, however—and this is the gravest charge—the evidence shows that the killing of non-combatants was carried out to an extent for which no previous war between nations claiming to be civilized furnishes any precedent. That this killing was done as part of a deliberate plan is clear from the facts. It was done under orders in each place; it began at a certain fixed date. That non-combatants in large numbers were systematically killed during the first weeks of the invasion has never, so far as we know, been officially denied. If it were, the flight and continued voluntary exile of Belgian refugees would go far to contradict a denial, for there is no historical parallel in modern times for the flight of so large a part of a nation.”

TESTIMONY BECAME IRRESISTIBLE.

These revelations, the commission admitted, would excite amazement even incredulity. The investigators themselves began their work filled with skepticism, but they declare that “the concurrent testimony became irresistible.” These are their findings:

“It is proved (1) that there were in many parts of Belgium deliberate and systematically organized massacres of the civil population; (2) that innocent civilians, both men and women, were murdered in large numbers, women violated and children murdered; (3) that looting, houseburning and wanton destruction were ordered and countenanced by German officers, and (4) that the usages of war were frequently broken, by the using of civilians as a shield for troops, by the killing of wounded and prisoners and the frequent abuse of the Red Cross and the white flag.”

How can such manifestations of organized barbarity be

believed of the armed forces of a civilized nation? The commission "finds" that the frightful record is due not to lack of discipline, but to "a system and in pursuance of a set purpose—to strike terror into the civil population and dishearten the opposing troops, so as to crush down resistance and extinguish the very spirit of self-defense." And the report searches still deeper into the cause:

"In the minds of Prussian officers, war seems to have become a sort of a sacred mission—one of the highest functions of the omnipotent State. Ordinary morality and the ordinary sentiment of pity vanish, superceded by a new standard which justifies to the soldier every means that can conduce to success, however shocking to a natural sense of justice and humanity, however revolting to his own feelings. The spirit of war is defied. Cruelty becomes legitimate when it promises victory."

SUNK WITHOUT WARNING.

Let those who think this judgment harsh read the record of Belgium's anguish. If they are still inclined to doubt, let them remember that the *Lusitania*, a passenger vessel, was sunk without warning by a German torpedo, and 1150 defenseless men, women and children were slain.

Is the *Lusitania's* massacre more credible than the slaughter of Belgian peasants? Is it to be conceived that "military necessity" dictates the murder of non-combatants at sea, and would hesitate to reduce obscure villages to heaps of ruins and corpses?

The scope of Germany's torpedo campaign is plainly made manifest by the following list of vessels either torpedoed or mined in the "war zone" about the British Isles, between the time that the German blockade was made effective on February

18 and May 7, when the Lusitania was sent to the bottom of the ocean:

- Dinorah, French, torpedoed, February 19. All saved.
 Belridge, Norwegian, torpedoed, February 19. All saved.
 Evelyn, American, sunk by mine explosion, February 20,
 One dead.
 Bjarka, Norwegian, mine, February 20. All saved.
 Cambank, British, torpedoed, February 20. Four dead.
 Downshire, British, torpedoed, February 20. All saved.
 Regin, Norwegian, torpedoed, February 22. Two lost.
 Carib, American, mine, February 22. Two lost.
 Branesome Chine, British, torpedoed, February 22. All
 saved.
 Oakby, British, torpedoed, February 23. All saved.
 Royperana, British, torpedoed, February 23. All saved.
 Harpalion, British, torpedoed, February 23. All saved.
 Rio Parana, British, torpedoed, February 23. All saved.
 Deptford, British, mine, February 23. One dead.
 Clan McNaughton, British, torpedoed, February 24. Two
 hundred and eighty lost.
 Western Coast, British mine, February 24. All saved.
 Svarton, Swedish, torpedoed, February 26. All saved.
 Noorsedyk, Dutch, torpedoed, March 5. Not known.
 Tangistan, British, torpedoed, March 9. Thirty-seven
 lost.
 Blackwood, British, torpedoed, March 9. All saved.
 Bengrove, British, torpedoed, March 9. All saved.
 Princess Victoria, British, torpedoed, March 9. All saved.
 Beethoven, British, torpedoed, March 10. Two lost.
 Indian City, British, torpedoed, March 11. All saved.
 Headlands, British, torpedoed, March 11. All saved.
 Adenwen, British, torpedoed, March 11. All saved.
 Andalusian, British, torpedoed, March 11. All saved.
 Auguste Conseil, British, torpedoed, March 11. All saved.
 Florizan, British, torpedoed, March 11. One dead.
 Hartdale, British, torpedoed, March 13. All saved.

- Invergil, British, torpedoed, March 13. All saved.
Haana, Swedish, torpedoed, March 12. Six dead.
Atlanta, British, torpedoed, March 14. All saved.
Fingal, British, torpedoed, March 15. Six dead.
Leeuwarden, British, torpedoed, March 17. All saved.
Glenartney, British, torpedoed, March 18. One dead.
Bluejacket, British, torpedoed, March 19. All saved.
Cairntoor, British, torpedoed, March 21. All saved.
Concord, British, torpedoed, March 22. All saved.
Medea, Dutch, torpedoed, March 24. All saved.
Hyndford, British, torpedoed, March 19. One dead.
Vosges, French, torpedoed, March 27. One dead.
Delmira, British, torpedoed, March 25. All saved.
Falaba, British, torpedoed, March 28. One hundred and eleven lost.
Aguilla, British, torpedoed, March 28. Thirty-three lost.
Amstel, Dutch, mine, March 29. All saved.
Flaminian, British, torpedoed, March 29. All saved.
Crown of Castile, British, torpedoed, March 29. All saved.
Seven Seas, British, torpedoed, April 1. Thirty lost.
Emma, French, torpedoed, April 1. Nineteen lost.
Southpoint, British, torpedoed, April 2. All saved.
Schieland, Dutch, torpedoed, April 1. One lost.
Nor, Norwegian, torpedoed, April 2. All saved.
City of Bremen, English, torpedoed, April 4. Four lost.
Northlands, British, torpedoed, April 5. All saved.
Chateau-Briand, French, torpedoed, April 8. All saved.
Harpolyce, British, torpedoed, April 10. Seven lost.
Wayfarer, English, torpedoed, April 11. All saved.
Guernsey, English, smashed on rocks seeking to escape submarine, April 11. Seven lost.
Katwijk, Dutch, torpedoed, April 14. All saved.
Ptarmigan, English, torpedoed, April 14. Eight lost.
Ellispontos, Greek, torpedoed, April 17. All saved.
Eva, Norwegian, burned, April 22. All saved.
Oscar, Norwegian, burned, April 22. All saved.
Ruth, English, torpedoed, April 22. All saved.

Caprvi, Norwegian, mine, April 23. All saved.
 Edale, English, torpedoed, April 30. All saved.
 Svorono, Russian, torpedoed, April 30. All saved.
 Gulflight, American, torpedoed, May 1. Three lost.
 Fulgent, English, torpedoed, May 2. One killed, number missing.

Europe, French, torpedoed, May 2. All saved.
 America, Norwegian, torpedoed May 1. All saved.
 Laila, Norwegian, torpedoed May 1. All saved.
 Baldwin, Norwegian, torpedoed, May 2. All saved.
 Eclida, Swedith, torpedoed, May 3. All saved.
 Elsa, Swedish, torpedoed, May 3. All saved.
 Minterne, English, torpedoed, May 3. Two lost.
 Centurion, English, torpedoed, May 4. All saved.
 Cathay, Danish, torpedoed, May 5. All saved.
 Earl of Latham, British, shelled and sunk, May 5. All saved.

Candidate, English, torpedoed, May 7. All saved.

And then on May 7, 1915, the brave *Lusitania* with its burden of 1917 human beings, 1150 of whom perished.

With recurring frequency, there come to the ears of men stories of great ships that go out to sea never to return. The horror of the *Titanic* disaster is recalled by the wanton destruction of the *Lusitania*, and memory goes back to the burning of the *General Slocum* in East River, New York, with its 1000 victims, most of them women and children.

Almost every child remembers the story of *Theodosia Burr*, who sailed from her home in the South to join Aaron Burr in New York, and was never heard of afterwards. No one knows whether she fell into the hands of pirates or was simply swallowed up by the sea.

This is but one of the mysteries that are chronicled in the annals of marine disasters. There was that steamship *President*, the biggest vessel of her time, which steamed from New

York, for Liverpool, on March 11, 1841, with 136 passengers on board. The days passed and there came no word concerning her, until finally a bottle was picked up containing a note written by Tyrone Power, an actor of the time, in which he said that the vessel was sinking.

Half a score of years later, the steamer City of Glasgow, bound for Philadelphia, left Mersey with 111 saloon passengers, 293 steerage passengers and a crew of 76 men. The days passed with no news of the boat. There were reports that she had been seen making for the Azores apparently in a crippled condition, but that was all. The vessel never returned.

MYSTERIOUS DISAPPEARANCE.

Again on January 23, 1856, the Collins liner Pacific, sailed from Liverpool for New York with 245 persons on board. She was one of the fast vessels of her time—then regarded as an ocean greyhound. No one knows what became of the boat with all those human souls. The fate of the Pacific was preceded by the destruction of the Arctic, which was plainly sunk in a collision with a collier off Cape Race, when 332 persons went to a watery grave. While the sinking of the latter vessel was in no way a mystery, it related to the loss of the Pacific, in that both boats were owned by the Collins line, and the two catastrophies were responsible for driving the Collins line out of existence.

In the year 1870, the world again was aroused to the horror of wholesale deaths when the steamer City of Boston sailed to Halifax, left there on January 28, and was never again reported on the breast of the ocean.

As a matter of deep significance, in view of the question of caring for innocent persons on board war vessels and the ships of enemies, a case in point is the wrecking of the British troop ship Birkenhead, in Algoa Bay, Cape Colony, South Africa, on

February 26, 1852. The boat, carrying British soldiers and their families, struck a reef and went down with six hundred men, but all the women and children were saved. It was this event which made the order of "women and children first" stand forth in the regulations relating to the conduct of vessels at sea, and gave birth to the "Birkenhead drill" through which the weaker are sent to safety.

The largest loss of life recorded in a ship disaster, was on December 21, 1811, when the British ships *St. George*, *Defense* and *Hero*, were stranded during a hurricane near Jutland, and 2000 lost their lives. Next in order are ranged the *Titanic* with 1635; *Sultana*, with 1100; *General Slocum*, and the Japanese steamship *Kikemara*, with 1000 each; *Princess Alice* sunk in a collision in the River Thames, 700; *Norge*, stranded, with 700.

The *Sultana* horror was one of the greatest in inland shipping history. It was obscured by the assassination of President Lincoln, and the public, aside from those immediately interested, paid little attention to the catastrophe, in which 1100 lost their lives.

The principal marine disasters which have startled the modern world are recorded as follows:

1749. Man-of-war *Pembroke*, sunk near Porto Novo; 330 of her crew perished.

1758. Man-of-war *Prince George*, burnt; 400 perished.

1782. Man-of-war *Prince George*, was sunk; 600 perished.

1786. The *Halsewell*, East Indian, was sunk; 386 perished.

1797. The warship *La Tribune*, sank off Halifax; 300 souls perished.

1800. The transport *Queen*, wrecked on Trefusis Point; 291 of crew perished.

1800. The *Queen Charlotte*, man-of-war, burnt by an ac-

cidental fire off the coast of Leghorn; more than 700 seamen out of a crew of 850 perished by fire or drowning.

1854. U. S. mail steamer *Arctic*, wrecked by a collision in a fog with the *Vesta*, a French steamer, off Newfoundland; 300 lost.

1858. The *Austria*, a steam emigrant ship, burnt by fire due to carelessness. Of 538 on board only 67 were saved.

1873. The steamer *Atlantic* of the White Star Company, struck on Meagher Rock, west of Sambro; 560 lost.

1874. The emigrant vessel *Cospatrick*, on her way to Auckland, New Zealand, took fire; only five or six out of 476 escaped.

1875. The *Schiller*, a Hamburg mail steamer, wrecked in a fog on the rocks off the Scilly Islands; 331 drowned.

1878. *Grosser Kurfurst*, the German ironclad, sunk by a collision with the *Konig Wilhelm*; 300 lost.

1878. The *Princess Alice* was run into by the screw steamer *Bywell Castle*, in the Thames, near Woolwich, and sunk; between 600 and 700 lost.

1883. The *Cimbria*, a Hamburg steamer, sunk by collision with the English steamer, *Sultan*, off the coast of Holland; 454 perished.

1890. The Turkish frigate *Ertugrul* foundered on the south coast of Japan during a gale; 584 perished.

1891. The steamer *Utopia*, conveying 830 Italian emigrants from Naples to New York, was sunk during a gale by collision with H. M. S. the ironclad *Anson*, at anchor in the Bay of Gibraltar; 564 of the passengers and crew were drowned.

1892. The steamer *Namchow*, foundered off Cupchi Point, China; 509 lives lost.

1895. *Regente*, Spanish cruiser, sank off Cape Trafalgar; 400 lives lost.

1896. The North German Lloyd steamer *Elbe*, from Bremen to New York, sunk in collision with the *Crathie* of Aberdeen; 334 lives lost, including the Captain.

1898. The *La Bourgogne*, a French liner bound from New York to Havre (160 miles north of her true course and

going at full speed), sunk in collision, during a dense fog, with the Cromartyshire, off Sable Island, Nova Scotia; 545 drowned, 165 saved.

1902. The steamer Camorta, lost in a cyclone in the Bay of Bengal; 740 lost.

1904. The General Slocum, an American excursion steamer, caught fire on the East River; 1000 lives lost.

1912. The Royal Mail steamship Titanic of the White Star Line, sailing on her maiden voyage from Southampton to New York, with 2223 passengers and crew, was lost at sea by collision with an iceberg on the night of Sunday, April 14, 1912, and 832 passengers and 685 of the crew perished. The remainder were rescued from lifeboats by the Cunard steamship Carpathia. The Titanic was the largest vessel in the world at the time of the disaster.

1914. The year 1914 had its most disastrous maritime catastrophe in the sinking of the Canadian Pacific Steamship, Empress of Ireland, in the lower St. Lawrence, about 200 miles from Quebec, on May 29, when it was struck by the collier Storstad. This collision occurred at 2.12 A. M., in a dense fog. The total loss of life was 1027 out of the 1479 passengers and crew.

CHAPTER XXI.

ECHOES OF THE LUSITANIA.

STORIES THAT SHED LIGHT ON GERMANY'S SUBMARINE WARFARE—UNDERWATER CRAFT PREVENTED SAVING OF PASSENGERS—AMERICAN STEAMER CUSHING ATTACKED WITH BOMBS.

WHILE America received semi-official assurance that there would be a modification of the German submarine policy, following the receipt at Berlin of President Wilson's note of protest against the attacks upon neutral vessels, and those not carrying contraband goods, there was no diminution of stories reflecting on the conduct of the German fighting men during the period preceding and following the destruction of the *Lusitania*.

One of the stories directly relating to the sinking of the *Lusitania*, and the killing of 1150 innocent persons, was that related by Captain William F. Wood, of the steamship *Etonian*, which reached Boston on May 18, eleven days after the terrible ocean tragedy.

It remained for the captain of the *Etonian* to add the crowning touch to the tragedy that brought the United States and Germany to a more strained diplomatic situation than had ever existed between the two countries.

Captain Wood charged that two German submarines deliberately warned him away from the scene of the *Lusitania* disaster, after he had received the liner's wireless S. O. S. call, and when he was but forty miles or so away, and might have rendered great assistance to the hundreds of victims.

Captain Wood charged further that two other ships, both within the same distance of the *Lusitania*, when she sank, were warned off by submarines, and that when the nearest one, the *Narragansett*, bound for New York, and the *Exeter City* persisted in the attempt to proceed to the rescue of the *Lusitania*'s passengers, a submarine fired a torpedo at her, which missed the *Narragansett* by only a few feet.

THREATENED IF THEY OFFERED ASSISTANCE.

The *Etonian* is a freight-carrying steamship, owned by the Wilson-Furness-Leyland Lines, and at the time under charter to the Cunard Line. She sailed from Liverpool on May 6, and should have left again for Liverpool on May 15. But owing to delays she did not reach Boston until May 18. Captain Wood's story, without embellishment and in the most positive terms, was as follows:

"We had left Liverpool without unusual incident, and it was 2 in the afternoon of Friday, May 7, that we received the 'S. O. S.' call from the *Lusitania*. Her wireless operator sent this message: 'We are ten miles south of Kinsale. Come at once.'

"I was then about 42 miles distant from the position he gave me. Two other steamships were ahead of me, going in the same direction. They were the *Narragansett* and the *Exeter City*. The *Narragansett* was closer to the *Lusitania* and she answered the 'S. O. S.' call. At 5 P. M., the *Exeter City* signaled, 'Had we heard anything of the disaster?'

"At that very moment, I saw the periscope of a submarine between the *Etonian* and the *Exeter City*. The submarine was about a quarter of a mile directly ahead of us. She immediately dived as soon as she saw us coming toward her. I distinctly saw the splash in the water caused by her submerging.

"I signaled to the engine room for every available inch of speed and there was a prompt response. Then we saw the submarine come up astern of us with the periscope in line. I kept on at full speed ahead, and we left the submarine slowly behind. The periscope remained in sight about twenty minutes. Our speed was perhaps two miles an hour better than the submarine could do.

"No sooner had we left this submarine astern than I made out another on the starboard bow, and on the surface, not submerged. I starboarded hard away from it and it swung around as we did. About eight minutes later it submerged. I continued at top speed for four hours and saw no more of the submarines. My ship's speed saved her, that's all.

SUBMARINES ACTING IN CONCERT.

"Both these submarines were longish craft, and the second one had wireless masts. There is no question in my mind that two submarines were acting in concert, and were so placed as to torpedo any ship that might attempt to go to the rescue of the passengers of the Lusitania."

Another thrilling story is that which was unfolded on May 18 in Philadelphia by the Captain and crew of the American tank steamer Cushing, which was attacked and riddled by a German bomb, on April 28, while about twenty-five miles from Antwerp. The attack, according to a report submitted by Captain Lars Larsen Herland, occurred about seven o'clock in the evening, when it was yet light enough for the crew to observe the maneuvers of the German biplane which dropped the bombs, and at a time when the vessel was plainly flying the American flag.

In an official report given to the American Consul in Rot-

terdam, the captain refers to bomb-dropping as a "dastardly act, a deliberate attempt to sink an unarmed vessel and murder the members of the crew." A copy of this report was forwarded to the State Department at Washington.

Two of the bombs which were cast at the Cushing missed the vessel entirely. The German airmen swept in narrow circles over the tanker, trying to get directly over the funnel, with the idea, apparently, of dropping a bomb down it, and wrecking the engine room. The crew, at first swarming to the deck, quickly beat a retreat to the forecabin, and no one was hurt by the explosion of the bomb which did strike the Cushing.

BIPLANE ATTACKED THE CUSHING.

The attack occurred while the Cushing was about twenty-five miles from Antwerp and eight miles from the North Hinder Light Ship. It was near seven o'clock in the evening, but the sun had barely touched the horizon, and there was ample light for the officers and crew to see every detail of the attack, and also for the pilot of the biplane to see the words, "Cushing, New York, United States of America," painted on each side of the vessel in letters six feet high, and to note the Stars and Stripes at the masthead and the taffrail. Also the flag was painted on the canvas covering the hatchways.

The Cushing was in danger a second time. On the way home, on May 4, two days out from Rotterdam, off the Dutch coast, a German submarine was sighted laying mines. Members of the crew said that the submarine, while only 100 feet away, placed a mine in the water directly in the path of the Cushing. The mine had an iron bar which protruded above the surface. One of the crew, Antonio Martinez, a Spaniard, lost his nerve in Rotterdam, and deserted.

Clever seamanship by the first mate, Charles Christopher, who was at the wheel, enabled the Cushing to avoid this mine, but by such a narrow margin, that, though the stern of the vessel touched the mine, it struck so gently that no explosion followed.

Word of the attack on the Cushing, which at the time was bound for Rotterdam with 9,000 tons of crude oil, consigned to the government of Holland, was cabled to this country two days later and the attack was referred to by President Wilson in his note of protest to the German government.

Members of the crew of the Cushing kept as souvenirs dozens of jagged pieces of iron, found on the decks of the vessel. Though, admitting frankly that they were "scared to death," at the time of the attack, their anger was greater because of the riddling of the flag than because of their own danger.

ENGINEER STUCK TO HIS POST.

When the airship, which bombarded the Cushing was first noted by the lookout, it was several thousand feet in the air, and was coming, apparently, from the coast of England. The crew all piled out on deck, as did also all the officers, save the first engineer, who stuck to his post in the engine room.

The airship began to drop down as it approached the ship, and soon was only about 500 feet in the air. Everybody watched with interest the skillful way in which the lone pilot of the biplane handled his machine. An attack was not even considered a possibility, for up to that time all thought the flying machine an English craft.

Suddenly the biplane swooped down until it was only 300 or 400 feet above the Cushing, barely high enough to escape the rush of gas and superheated vapor from the smoke stack. Sharp-eared members of the crew, clustered in the stern, heard

a hissing sound and something plunked into the water just off the taffrail.

A second later, there was a tremendous explosion, and a solid wave of water flooded the stern deck. The crew fled for the nearest hatchways, and dived down just as a second bomb fell, missed the port quarter by a foot or so, and dropped into the sea. Another explosion sent another wave cascading over the lower deck.

THIRD BOMB DROPPED.

The biplane swung up into the wind, hung motionless for a second or so, then came the third bomb, which just grazed the starboard rail and shot into the sea. Part of the explosion of this third bomb took place after it struck the ocean and more water poured aboard the tanker. The airship hung around for a few minutes, then headed for the Dutch coast, and soon disappeared.

While the bombs were dropping, Captain Herland, Christopher, and the pilot taken aboard off Deal, stuck to their posts on the bridge.

According to W. S. Alexander, second engineer: "The Germans realize they are beaten, and in sheer desperation are attempting to destroy every ship, whether belonging to the Allies or to neutral Powers, that they can reach by airship, submarine or mine. Supplies of all sorts consigned to Holland are finding their way to Germany, and the Germans are really taking chances on blowing up cargoes meant for their own use. The Germans have recently planted a number of mines in the North Sea which had previously been cleared by British trawlers."

When the biplane that attacked the Cushing dropped down so close to the ship, it was seen that she was flying a white flag

with a black cross in the centre, the admitted pennant of the German air fleet.

Captain Herland was the only one aboard the Cushing who was reluctant to speak publicly about the attack of the airship. He said he had made a report to the American Consul at Rotterdam, and that he was under explicit instructions not to discuss the case outside. Captain Herland, however, corroborated the salient features of the attack as they were detailed by his men.

"The danger in the German war zone is great," he said. "Ships of the enemies are in constant peril."

OFFICERS OF THE CUSHING.

The officers of the Cushing, besides those already mentioned, were: F. K. Tyler, second mate; Axel Eriksson, third mate; William Allen, chief engineer, and Robert F. Phenny, third engineer.

"The act of the men on the German aeroplane was indefensible and inexcusable," said Captain Herald. "They could see our flag and the letters on the sides of the ship, six feet in height. As soon as the bombs fell, I ordered the whistles blown for help and the lifeboats prepared in case we began to sink, for we could not tell how badly we were damaged. Part of the rail on the starboard side near the stern was broken, but was repaired before we started home."

One man had a narrow escape from death, the steward, who was standing near the spot where the bomb hit the rail.

"The first bomb exploded in the water with the sound made by a broadside from a battleship," said William S. Alexander, assistant engineer of the Cushing. "The crew scuttled below decks. The aeroplane was so close that we could hear plainly the whirr of her motor.

“The Germans could not help but have seen the American flag, an exceptionally large flag, and our name in big white letters on a black background. It was a beautiful clear night and there was lots of light.

“It was only the poor marksmanship of the Germans that saved us. If they had sent one of those bombs down the smoke-stack it would have blown up the ship by getting into the boilers or steam pipes. The bomb that exploded behind the ship made me think the whole stern had been blown away, so great was the concussion.

“We saw on the underside of the Taube, a large black cross, which indicated that she was a German aeroplane. It was evidently a deliberately done, dastardly act, and everybody on board calls it that. We made Rotterdam six hours later, at 1.30 o'clock, on the morning of April 29, unloaded our cargo of kerosene (you can imagine what would have happened if a bomb had set off the kerosene) and started for home.

UNEASY IN THE WAR ZONE.

“Everybody on board was nervous about aeroplanes on the way from Rotterdam, I can tell you, and we did not feel easy until we were well out of the war zone. Many of us did not know whether the vessel had been vitally struck or not, when those bombs fell.”

Lying beside the Cushing, when she reached Philadelphia, was the Wico, a sister ship. She had just arrived from Stockholm and her commander, Captain Gibson, believed the Wico, on her last voyage from Philadelphia to Sweden, sank a German submarine in the North Sea.

Still another contribution to the literature bearing upon Germany's diabolical submarine and torpedo policy is found in a letter written by Mrs. B. M. Larsen, of Philadelphia, who with

her husband, a retired sea captain, was on board the Norwegian steamship *America*, which was torpedoed on May 3, by a German submarine.

TORPEDOED WITHOUT WARNING.

In her letter to her mother, Mrs. Barbara Amonson, of Newtown, Pa., Mrs. Larsen says that the *America* was torpedoed without warning at night, and sank in a few minutes. Everybody on board escaped, but she and her husband were left in a small boat for twelve hours in the North Sea, before they were picked up by a little Norwegian ship. Subsequently Captain Larsen and his wife were on the steamship *Sterling*, when it was halted by a German submarine, but when the officers of the German war craft were advised by Captain Endresen, that his crew of the sunken *America* were on board the *Sterling*, the vessel was permitted to continue without being bombarded. Captain Larsen was at one time British Consul-General at Porto Cortez, Honduras. Captain and Mrs. Larsen went on the *America* bound for Bergen, as guests of Captain Endresen, because they thought they would be safe on the vessel of a country not engaged in war and not carrying supplies to belligerents. Included in her cargo were 9000 sacks of flour, valued at \$53,000; some 7000 barrels of lubricating oil, valued at \$69,000, as well as canned beef, lard, pork and other general merchandise, valued at \$120,000. Expert testimony was taken at Christiana, Norway, on May 20, into the sinking of the *America* to prove that she was destroyed by a torpedo.

An incidental story of heroism is that relating to the destruction of the British steamship *Drumcree*, which was torpedoed in the English Channel on May 19. The entire crew and all of the passengers were saved through the efforts of the crew of a Norwegian vessel.

The Drumcree left Barry on Tuesday, May 18, and on the following day was torpedoed off the Cornish coast, on Wednesday. The projectile failed to sink her and the boat was taken in tow by the Norwegian steamship. The submarine started in pursuit and the Norwegian was forced to cast off. A second torpedo finished the Drumcree. She was sinking rapidly when the Norwegian vessel, perceiving her peril, returned and took off the passengers and crew. The Drumcree was built in Sunderland in 1905. She is of 4121 tons gross register, and 374 feet long.

CAPTAIN ONLY SURVIVOR.

Some of the minor losses caused by the German torpedoes included the French steam trawler St. Just, of Arcachon, which was torpedoed and literally smashed to pieces near Dartmouth, on May 20, when thirteen of her crew were drowned. The captain was the only survivor. It is said no warning was given the vessel before she was torpedoed.

Also on that date, the Norwegian tank steamship Maricopa, bound from Port Arthur to Holland, struck a mine head on in the North Sea.

The crew of the trawler Crimond, which was sunk by a German submarine on May 19, was landed at Wick, England. The chief engineer of the Crimond said a German officer compelled him, at the point of a revolver, to cut the pipes on the trawler, to facilitate the flooding of the vessel. The engineer said also that before the trawler was captured, he had seen the same submarine blow up a steamship, the name of which he could not ascertain.

A despatch from Scotland said that the British trawler Chrysolite was sunk by a German submarine, thirty miles off Kinnaird's Head, in the North Sea, May 19. The crew took to the boats, and were landed by a Norwegian steamship.

The British Admiralty reported that the British steamship *Dumfries* was torpedoed on the morning of May 19. All hands were saved.

An Aberdeen despatch said that the trawler *Lucerne* was sunk by a German submarine forty miles off Rattray Head the same day. The crew was saved.

The *Queen Wilhelmina* was torpedoed off the Irish coast bound from Philadelphia for Leith, Scotland. She was owned by Furness, Whity & Co., of London, and was in command of Captain Dickinson, who was saved with the rest of the crew. Included in her cargo, valued at \$230,000, were 5400 sacks of flour, worth \$34,000; more than 130,000 bushels of grain worth \$137,000, and lubricating oil, nails, wire, oak lumber, soap and other merchandise worth more than \$57,000.

LOSS OF LIFE AND VESSELS.

While naval annals credited Germany with less than thirty submarines at the beginning of the war, the fact is that ten or a dozen more were nearing completion for the naval budget for 1914, covered a grant of \$4,750,000 for this type of torpedo craft. The Parliamentary Secretary of the British Admiralty gave out these figures on May 11: "The cost of the war in British ships, not including warships, thus far has been 201 vessels, and 1,556 lives have been lost."

It is important to consider what happened within the span of eight days just prior to the sinking of the *Lusitania*. It will be clear to any one how thoroughly the Germans had spread their net to catch that steamer. In connection with this point it should be recalled that the First Lord of the Admiralty declared that the British navy spare destroyers to convoy merchant shipping. The seagoing torpedo boat has proved to be the submarine's most effective enemy.

With the following list, a graphic conception can be had of what had gone on in the relatively confined waters of the Irish Sea and the English Channel, and what logically was planned to take place by General Von Tirpitz through the maintenance of the submarine blockade.

DATE.	NAME OF SHIP.	POINT OF ATTACK.
April 29 . . .	Cherbury . . .	West coast of Ireland,
April 30 . . .	Svorono . . .	Blasket Islands.
May 1 . . .	Edale . . .	Scilly Islands.
" . . .	Fulgent . . .	Skellig Rocks.
" . . .	Europe . . .	Bishops Rocks.
" . . .	Gulflight . . .	Scilly Islands.
May 2 . . .	America . . .	Southernmost point of Ireland.
May 3 . . .	Minterne . . .	Scilly Islands.
May 6 . . .	Earl of Latham . . .	Off Kinsale.
" . . .	Candidate . . .	Off Waterford, Ireland.
" . . .	Centurion . . .	Near Waterford.
May 7 . . .	Lusitania . . .	Off Old Head of Kinsale.

From the Scilly Islands, south of England, across to the Blasket Islands, on the Irish coast, is a stretch of 217 miles, and from the entrance of St. George's Channel to the Scilly Islands is a span of 118 miles, and this makes it clear that a group of submarines based along both sides of the approaches to the Irish Sea from the south. It was into this trap that the Lusitania was permitted to run despite what the U-boats had been doing the day before.

It may be asked how the German boats managed to reach these points on the coast of the British Isles, and to maintain themselves when there without discovery. In all probability they made their way to these positions from Zeebrugge, the nearest known submarine supply base. Admiral Von Tirpitz had said that the biggest of the boats could carry food and fuel

enough for fourteen days. Even so, how did they manage to reach their several strategic stations without being caught en route?

In all probability the German submarines travelled from Zeebrugge by night and possibly in the awash condition with their decks level with the sea. In this state it was feasible for them to use their oil motors and to jog along at a good cruising gait. When making part of the journey in the daytime and of necessity on the surface they may have resorted to a clever ruse. With only their ventilators above water and nestling in the lee of a fishing boat, they may have managed to drift down the Channel undetected and unsuspected.

They took desperate chances no doubt, but the German commanders familiarized themselves with the waters chosen for their respective tasks, and in the daytime sought cover in unfrequented bays or possibly in waters sufficiently shallow to make this safe. Grand Admiral Von Tirpitz had said his U-boats were handled in just this way.

The southern coast of Ireland, where the German underwater craft were so active, was an ideal place for these boats to hide and to lie in.

CHAPTER XXII.

SUBMARINES BORN IN SECRECY.

WHILE BELITTLING DEATH-DEALING CRAFT GERMANY SILENTLY DEVELOPED THEM—THE STRENUOUS LIFE OF THE SUBMARINE CREWS—THE TORPEDO-BOAT DESTROYER—NEMESIS OF THE SUBMARINE.

THAT Germany planned years ahead for its submarine war campaign—with its attending diabolical savagery such as was demonstrated in the *Lusitania* sinking—yet all the while pretended to belittle the use of undersea craft, has been definitely established. She labored with all possible secrecy, designing deadly submarines and perfecting their operation so as to work with the greatest havoc and horror when the time became ripe. In the year 1902, the late Rear Admiral George W. Melville, U. S. N., recorded the following significant conversation held with Admiral Von Tirpitz, now central figure in Germany's naval warfare:

“ In discussing the submarine question with one of the staff of Prince Henry in New York, this official informed me that the Americans had done very well in going slowly in building such boats. He further remarked that the German Admiralty had done better, for they had refused to build any.

“ A little later Admiral Von Tirpitz declared: ‘ It is true that submarine boats have improved, but they are as useless as ever. Nevertheless, the German navy is carefully watching their progress, though it has no reason to make experiments itself.’

“ Obviously, Admiral Von Tirpitz spoke more as a diplomat than as technician.

“In 1900, copying England, Admiral Von Tirpitz organized the German Navy League. He did so to drive home to the inland peoples of the empire the nation's need of an ample battle fleet. The first need was battleships, and Admiral Von Tirpitz was shrewd enough to keep the inexpensive marine in the background.”

When Admiral Von Tirpitz was sure that the navy was to have all of the heavy fighting ships and destroyers he deemed necessary, then and then only did he publicly recognize the submarine, and by that time Germany was in a position to profit by the outlay of France, America and England. Here, in brief, is the story of the Kaiser's undersea flotilla:

RANKED WITH THE BEST.

A number of private German citizens undertook experimental work with submarines before the German Government made any movement in that direction, but those boats really meant nothing to the official efforts that started later. On August 3, 1906, the German Government launched the U-1, the first of the present flotilla. That craft ranked at once by reason of her performances with the very best then extant in rival services. Of 240 tons submerged displacement, she was able to make eleven knots on the surface and nine knots submerged, while the best that American boats of the same date could do was ten and one-half knots on the surface, and eight and one-half submerged, the underwater displacement being thirty-three tons greater than that of the U-1.

The French authorities for some years previously had been laboring with a variety of designs for submarine boats, unwisely scattering their efforts, and the Ministry of Marine was anything but kindly disposed toward foreign or outside plans. Raoul d'Equivilley, a Spanish subject of French extraction and

engineering training, offered a design for submarines to the French Government, early in 1905, after he had previously built a small but promising craft, the *Florelle*, for the Russian Government. His offer was rejected by the French Ministry of Marine, and the inventor turned his attention to a more promising market. That he found in Germany and at the Krupp Works.

GREAT EXCITEMENT IN FRANCE.

When it was learned that the U-1 was in the course of construction great excitement was aroused in France, because it was rumored that the boat building at Kiel was a duplicate of the *Aigrette*, the first successful French submersible. The charge was unjustified. Almost contemporaneously with the launching of the U-1, the Germans had in hand the first of their heavy oil engines, designed to supplant the usual motors using the more dangerous fuel, explosive gasoline. This shows how energetically the Kaiser's navy moved ahead when once Admiral Von Tirpitz was satisfied that it was time to begin the building of undersea boats. From U-1 as a start, the rest of the flotilla was developed.

The German U-boats show few classes or different sizes. This means that the imperial Admiralty has advanced by positive steps so graded that a measure of success has been obtained with each group. Thus from an initial craft of 240 tons submerged displacement, the German submarines have grown to be vessels close on to 1,000 tons under water.

The German shipyards began turning out between two and three submarines every month, and these of the largest and best type. The famous Augsburg Maschlenanfabrik, which specializes in Diesel engines for submarines, in May, 1915, ran day and night in an effort to supply these motors as fast as the U-boats were built.

When the submarine blockade of England was announced, on December 2, last, the Grand Admiral said the biggest of his submarines could circumnavigate the British Isles, and their performances proved that he was undoubtedly right. On February 5, 1915, the German Foreign Office promulgated its declaration announcing the submarine blockade that would go into effect thirteen days later for the purpose of starving England into a change of policy. Just twenty-four hours later the first ship, a Norwegian vessel, the Beldridge, was sent to the bottom, and the same day saw the sinking of the French steamer Dinorah.

MISINTERPRETED THE INTERVAL OF CALM.

In this fashion the work continued with a period of more than a week at one time when the U boats had seemingly given up the task of striking terror in England. The truth was that Von Tirpitz was feeling his way and likewise waiting for additions to his flotilla of boats nearly ready. But the British misinterpreted the interval of calm, and the desultory attacks of the U boats, and it is worth while here to quote the naval expert of the London Daily Telegraph of April 1:

“ Since the sinking of the Formidable on New Year’s Day, submarines have had no success against men-of-war. The submarine has lost its novelty, and therefore its moral menace and has become almost a commonplace.”

Immediately abreast of the Old Head of Kinsale, near where the Lusitania sank, the 240 line of depth is not reached until a distance of four miles has been travelled. Ordinarily submarines are not expected deliberately to seek the bottom at a depth of more than 150 feet, but it is known that some American boats have gone a good deal deeper and have risen unharmed to the surface. One of them sank to a depth of 256 feet,

and another went down to 274 feet. There is no reason to suppose that the German boats are any less structurally sturdy.

Indeed, knowing the care with which everything is done in the engineering line in Germany, it is probable that all of the U craft can withstand hydrostatic pressure with a margin of safety when submerged 300 feet, without fear of the sea crushing them.

The *Lusitania* was steaming eastward when she was struck and the attack was made upon her starboard or right side. The boat that launched the destroying torpedoes was pointed shoreward, and after she had made her hits she kept on in that direction, probably diving to the bottom to hide and rest. Such a maneuver was the natural one under the circumstances, because the boat had probably been running submerged for some time and had drawn heavily upon the motive energy stored away in her electric accumulative or batteries.

SAVED THEIR MOTIVE ENERGY.

The Germans have consistently done everything they could to conserve their stored-up electricity. From *Kriegs-Echo*, we get a glimpse of just how far the personnel of the German submarines go to save their motive energy for underwater work:

"Submerged propulsion is reserved for an attack. Therefore the commanders of our U boats are veritable misers with it. They and their men freeze and deny themselves so that they can deal the blows to our enemy that will help our cause.

"For weeks the submarines have been under way in the bitterest winter weather. The electric heaters provided for their comfort were never used. The crews have watched and slept in cold and damp chambers in order that every drop of the precious current may be directed against the foe.

"Often their bodies were chilled to the marrow and their

teeth chattered so that they could hardly talk, but bodily comfort was not their prime desideratum; no, the fatherland ever first! Again they contented themselves with cold food so that the electricity which would otherwise have been consumed by the stove might serve a nobler purpose."

In order to recharge her batteries, a submarine must come to the surface, where she can use her oil motors to turn the dynamos which drive back into the accumulators a store of electricity. Because the electric motors move or turn much faster than the oil engines, when actuating the propellers, underwater propulsion drains the batteries much faster than they can be charged. In other words the current that would be drained from the accumulators in three hours of active work would take twice if not nearly three times as long to restore through the medium of the slower functioning oil engines.

RESORT TO EVERY EXPEDIENT.

It might be impracticable if not dangerous to hold a submarine at the surface for this interval. Therefore in order to cut down this time of possible exposure, the Germans resort to every expedient to save their electricity. Now, it is apparent why they go to the bottom, not only to rest, but also to limit their mobility submerged that they may have just so much more to draw on when advancing toward their target.

Why can't England "get" the German submarine?

That seems to be a fair enough question. England is the world's greatest naval Power, the undoubted mistress of the seas. Germany, though she has been spurting prodigiously in recent years, has never been able to get abreast of England in the race for naval supremacy. Yet the German submarine, far from a friendly port, in the midst of enemies whose business is

to destroy her, has been able to strike down a ship like the *Lusitania* and scuttle off safely to her lurking place in the depths.

The answer seems to be that you can't fight submarines with submarines. If you could, England's greater total fleet of this class of craft would give her an advantage. But it is an impossible task. A submarine is blind once the waves close over the periscope, the "eye" of the submarine. The officer in command cannot see through the waters around his little boat. The submarine is built for one single purpose—to fight craft on the surface. Two submarines of rival Powers attacking each other in the depths of the ocean, would be like two blind men trying to come to grips in a ten acre lot.

CANNOT SEE UNDER WATER.

In the eternal twilight below the surface of the ocean, the submarines as at present constructed, might grope around for hours, each looking for the other, and pass each other by time after time unwittingly. It would be a game of blind man's buff, with all the players blindfolded. If two rival submarines happened to meet on the surface they might fight a battle by means of the small rapid-fire guns that many of them carry in a concealed hatch near the bow, or they might launch torpedoes at each other from their bow or side tubes. But under such circumstances the smallest torpedo boat would be far more effective against a submarine than would another submarine. This because the torpedo boat is more mobile.

The torpedo boat and her big sister, the torpedo boat destroyer, are the natural enemies of the submarine. Submarines won't go where there are torpedo-boat destroyers. That is why the first question asked after the *Lusitania* was sunk by the Germans was, "Had she a convoy?" The submarine which sent the *Lusitania* to the bottom probably would have slunk away in

fear, had the big Cunarder been guarded by one or two swift destroyers.

The destroyer is the only craft that need not be afraid of submarine. The submarine is slow, the destroyer as swift as an express train. That is the reason. It takes time to manipulate a submarine. It takes time to bring her round to firing position. It takes time, if she is steaming on the surface, to submerge her to a safe distance beneath the crests of the waves. Because she cannot aim and fire quickly, she is no match for the speeding destroyer. Before the submarine fires her torpedo the destroyer is out of range. Because the submarine must run on the surface to get a fair amount of speed, and requires several minutes' grace to fill her tanks and sink out of sight, she must be in perpetual fear of the swift destroyer.

EITHER MODE OF ATTACK IS FATAL.

The torpedo-boat destroyer attacks the submarine either with her rapid-fire guns or with her knife-sharp steel prow. Either mode of attack is equally fatal to the submarine. Her skin is thin. It is built to resist water pressure, not bullets or tons of rending steel. A torpedo-boat destroyer makes a speed of 30 miles or more an hour. She swoops down with the impetus of her weight and the drive of her powerful engines upon the eggshell craft opposed to her. Unless the submarine sees the torpedo boat in ample time to fill her tanks and creep to safety under the sea, she is almost sure to be ground to pieces. There is no escape except downwards, and the destroyer is capable of covering a mile and a half in the three minutes the submarine needs to submerge.

It is not hard to imagine circumstances under which the submarine would fall a ready prey to the destroyer. Picture a German raider lurking off the coast of Ireland, lying in wait for

a British merchant ship. The submarine is moving just sufficiently for her sea planes to keep her pretty well under water. Her twin periscopes are showing. One of them is fixed straight ahead. The other is arranged that it can be swung in a circle, and all the horizon watched by the young lieutenant who is navigating the little craft from the conning tower.

Under the best of conditions, he can see for a distance of seven or eight miles. It is a bit foggy, however, and the sea sufficiently choppy to dash spray from time to time over the lenses of the periscopes. Out of the fog on the horizon appears an English destroyer. She is only a few miles away, and going at express train speed, with thick clouds of smoke pouring from her four stumpy funnels, when the officer of the submarine discerns her. Will he stay and fight? Or sink and run? He must act swiftly.

NO CHANCE TO FIGHT.

The lookout on the destroyer has glimpsed his periscope, and, under forced draught, as fast as the churning turbines can drive her through the water, the long craft with the knife-edge prow is bearing down upon him. He has no chance to fight. Before he can aim a torpedo from his bow tubes the destroyer will have sliced his thin-skinned craft in two as easily as a sailor would cut a quid from a plug of tobacco.

He chooses the safer alternative, and his hands grasp the gear by which the planes are manipulated. His men sense the danger that is tearing down upon them. A brief order and the submarine dips beneath the waves in the nick of time. Swirling over the spot where the periscope showed a moment before, the wicked knife-edge with the speed and strength of an express train behind it, cleaves the waters harmlessly.

But some day the submarine will be caught riding awash,

or in cruising trim, with her whole superstructure showing, when the destroyer is sighted. Then it will be a different story. The smoke of the four squat funnels will signal disaster to the crew of the undersea raider. The order to fill the ballast tanks will be obeyed with desperate celerity only less swift than the ominous approach of the destroyer. There will be no running away, no safety in the depths of the sea. Dodging offers the only chance of escape. But the destroyer is as mobile as she is swift. No submarine afloat can dodge a destroyer at close quarters.

MUST BE CUT DOWN OR SURRENDER.

The little craft with her conning tower awash may twist and turn and avoid the first rush of the charging destroyer, perhaps even launch a torpedo from one of her broadside tubes as the enemy dashes by. But the destroyer returns to the attack, this time vomiting steel from her forward rapid-fire guns. It's an unequal fight and the submarine must be cut down or surrender.

Nor is this sort of contest between submarine and destroyer a mere imaginary picture. Submarines have been run down, and not only by torpedo boats. Swift merchant ships have tried it with success.

In the Spring of 1915, a whole flotilla of British torpedo boats and destroyers caught a German submarine and surrounded her. Her captain surrendered after the speedy little craft had run circles around him and filled the skin of his boat with solid shot.

There is no doubt about it—the destroyer is the submarine's nemesis. That suggests the question: When the war began the British Jack floated over 202 destroyers and torpedo boats. France had 80 of them; Russia, 95; Germany and Aus-

tria together had about 45, most of which were bottled up in the German North Sea havens. Why couldn't England, with the total of nearly 400 of these swift boats at her command, protect the commerce of herself and her allies against the German submarine raiders? Where were the British and French and Russian torpedo craft?

The torpedo employed by the German submarine to send the *Lusitania* to the bottom, it is stated to a certainty, was a Schwartzkopff, since that is the standard type of torpedo used in the German navy. The Japanese use the Schwartzkopff, and there are a few Schwartzkopffs in the British navy. The United States employs the Whitehead, and the British depend largely also on the Whitehead.

DIFFERENCE IN SUBMARINES.

The Schwartzkopff differs principally from the Whitehead in being constructed of phosphor-bronze, whereas the Whitehead is built of steel. The Schwartzkopffs shops are located in Berlin. The Schwartzkopffs, like the Whiteheads, carry guncotton charges, and in the 17.2-inch Schwartzkopffs the weight of guncotton is approximately two hundred pounds.

The German torpedo may be fired from above water or through an under water tube. In submarines, the torpedo tubes are all under water, whereas in the case of torpedo boat destroyers the discharge is from tubes located upon decks or above water.

In general appearance the torpedo resembles a fish. It is propelled through the water by a self-contained engine, and in later built torpedoes the power development is considerably in excess of thirty horse power. A speed as high as forty knots is credited to the recently built Schwartzkopffs with a radius of action of approximately three miles.

'Ship construction has not yet reached a stage where the under water plates of a vessel can withstand the effect of a 200 pound charge of guncotton exploding alongside with a fifteen foot head or tank of water over the burst. Before such an explosion, the hull plates of a merchant steamship will probably be blown in for a distance of thirty feet fore and aft, and fifteen feet vertically.

The effect is not only to blow inward the hull plates, but to tear loose the fastenings of bulkheads, and all longitudinal and athwartships beams; in other words, create in the wake of the explosion a fearful mass of tangled and torn hull construction through which the water will flow in an overpouring flood. Neither the *Lusitania* nor any other vessel afloat could hope to withstand the effect of a 200 pound Schwartzkopff and the speed of the ship had nothing to do with the result. It was only necessary for the torpedo to strike and the question of striking was one of accurate shooting.

CHAPTER XXIII.

SUBMARINE'S HAVOC AMONG TRAWLERS.

PICTURESQUE FISHING BOATS GERMAN PREY—SAVED LIVES OF LUSITANIA PASSENGERS—ARMED TRAWLER FIGHTS TORPEDO BOAT—ROUSE GERMAN IRE BY DRAGGING SEAS FOR MINES.

IT is the incidents of life which reflect the greater things and it seems fitting that in discussing the operations of the terrible German submarine some light should be thrown on the struggling little English "trawler"—those small boats that have been wrecked, torn asunder and sunk by the ruthless German underwater fighting machines.

It was through the efforts of the brave men on these boats that many passengers were saved from the *Lusitania*. The hardiness of the crews on these fishing boats, which ply their trade around the British Isles, has been the theme of many a thrilling story in history and romance.

In one concerted attack by the submarines, prior to the sinking of the *Lusitania*, seven defenseless trawlers, (five from Hull and two from Grimsby) were sent to the bottom of the North Sea at one time. These are attacks upon harmless fisherman that constitute the acme of Hunnish bravery!

The men of the Hull trawlers stated that the German submarine was of quite a modern pattern, with an Iron Cross painted on its conning tower. Her number was painted out. The crew of one of the trawlers spent some time on board the submarine, and a German officer said to one of them, "I wish you had Grey with you." He meant, of course, the British Secretary of State for Foreign Affairs.

The destroyed ships were the *Iolanthe*, *Hero* and *Hector*,

Coquet, Progress, Northward Ho!, and Bob Wight. Fortunately none of the seventy men who manned the seven vessels lost their lives. Indeed, with the exception of the Bob Wight's, none of the crews complained of the German's conduct towards them personally. They were given sufficient time to leave their trawlers, and the German officers saw to it that they were provided with compasses in their boats, and also gave them supplies of brown bread. This does not apply to the Bob Wight. She was the last vessel to be destroyed. Night was coming on, but the men were peremptorily told to get into their boat, and as soon as they did so the submarine opened fire with her gun, and thus sunk the trawler, leaving the crew without food or compass to face the darkness, and all it might bring. The other six trawlers were sunk by bombs.

THE FIRST VICTIM.

The Iolanthe was the first victim, and her story was that of the remaining five. Although fishing in same locality about 150 miles from Spurn, the vessels were not working together as fleeters do, but were some distance apart and too far from each other to see what was happening and to make their escape. "About one o'clock," said a member of the Iolanthe's crew, "we were fishing, when a submarine arose close to us. Having our gear down, we had no chance of escape, and when a German officer told us to leave the trawler we had to do so. He had previously fired a rifle at us, and to hurry us up he fired another. Our chief engineer, in jumping for the boat, fell into the sea, but we hauled him in. We were rowing away from the submarine, when they hailed us, and made us understand they wanted us to go on board.

"We soon understood the reason why. They wanted our boat to carry explosives to the trawler. It was a strange ex-

perience being on a German submarine, but they did not let us see much. We were not allowed to go below, but had to stand aft with the water washing over our boots. One of the officers told us not to be scared, for there was no reason for that. Another told us he wished we had 'Grey' with us, meaning Sir Edward Grey, but he left us to imagine what they wanted to do if they caught the British Foreign Minister on a trawler.

PAPERS OF VALUE DESTROYED.

"When the boat's crew returned from the trawler, leaving bombs behind them, they brought a compass, some sea boots, which they gave to us, and also a basket of fish—prime turbot—for their own consumption. They had been rummaging for papers, but any which might have been of use to them had been burnt by us before we left. We were now told to get into our boat, and as we did so they handed us the compass they had brought from the *Iolanthe* and a loaf of bread. The bread was not very appetizing, and I don't think any of us ate it, but we kept it as a memento. Soon after we had pushed off from the submarine the bomb on board the *Iolanthe* exploded, and she sank."

Having accounted for their first victim, the submarine went off in search of others. Their experiences were a repetition of the *Iolanthe*'s, and their treatment on the submarine was the same.

The trawlers did not give in without a run, when they had a chance of making one, and one, the *Portia*, succeeded in getting clear away, and returned to Hull on Tuesday night. The *Hero* was chased for an hour before she had to capitulate. "I thought," said Skipper Noble, "I might have roused 'em on board the submarine, but when I went on board the submarine, the commander was affable, and said: 'You made a good

run of it, but we beat you.' ” By seven o'clock six Hull trawlers had been sunk.

At that time, Skipper F. G. Foot, of the trawler Bob Wight, saw two boats full of men some distance away. “ A trawler,” he said, “ picked up one, and I was making for the other when a submarine appeared ahead of us. He got on our port side, and hailing me, said: ‘ Father, leave your ship.’ We launched a boat, and as soon as we got away they commenced to fire at our trawler. Two of my men counted 18 shots before she sank, and another placed it at 24. We rested on our oars to see the last of the ship, which was a perfectly new one, that being her second voyage. By the time she sank it was dark.

ALL NIGHT WITHOUT FOOD OR COMPASS.

“ We heard the submarine move away, but could not see her. We had to face the night without food or compass. At 8.40 in the morning, having rowed 20 miles in a westerly direction from where the trawler was sunk, we were seen by the trawler Ely and brought to Hull. The men from the Iolanthe, Hero and Northward Ho! were picked up by the Hull trawler, Leonita. All the men say the submarine did not bear any number, but had a representation of an Iron Cross painted on her.”

The British steam trawler Daisy gallantly went to the rescue of the crew of the destroyer Recruit, when that vessel, while cruising on patrol duty, was sunk by a German submarine. Thirty men out of a complement of sixty-five in the Recruit's crew were saved by boats of the Daisy, which then was hotly pursued by two German submarines. The submarines fired on the Daisy and wounded four of her men.

Later in the same day the British trawler Colombia was attacked by two German torpedo boats, who approached her from the westward, and began the action without hoisting their

colors. The Colombia was sunk by a torpedo, only one deck-hand being saved by other trawlers.

Germans taken prisoners from a torpedo boat captured by a British destroyer stated that they had sunk a British trawler before being sighted by the Laforey, and that they picked up a "two-striped officer"—a lieutenant—and two men. When asked what became of them they stated that their prisoners were below and time was short. Obviously, therefore, the officer and two men were left to perish.

Another trawler, the Don, was blown up in the North Sea, seven men of the crew of nine being killed. The two survivors, the skipper, William Corrick, and a deck-hand, Stanley Hargreaves, were landed at Grimsby by a naval vessel and removed to the hospital. Their story gives further testimony to the remarkable efficiency of the floating mines which the Germans are employing in their campaign of frightfulness.

MINE SUDDENLY EXPLODED.

The Don had finished a tow, and at seven o'clock the gear was hauled when the net became awash. A mine was seen to be enmeshed. The skipper gave orders for the gear to be slackened away, hoping to ease the mine. Five of the crew were at the ship's side assisting in the operation when suddenly the mine exploded. "Next thing I remember (said the skipper) was that I was chocking in the sea, and had a frightful pain in my head. When I looked about me the ship was gone, and the sea strewn with wreckage. I caught a piece and supported myself with it. My head was cut open. What had happened, I think, was this. When the explosion occurred, I was standing behind the winch. A splinter must have struck me on the head and rendered me unconscious at the same moment as the shock threw me overboard."

Three Aberdeen trawlers had exciting experiences in the North Sea. The crews gave particulars of having been chased by a German submarine, which sank three other trawlers. The trawlers were the Bennington, Endocia, and Aries. The Endocia was fishing 45 miles to the north and east of Aberdeen, about 11.30 o'clock in the morning, when the submarine rose to the surface between three and four miles off, and opened fire on another trawler, between which and the Endocia the hostile craft had appeared. The Endocia hauled up her trawl and made off. The captain heard four shots before he ordered the trawl to be hauled, and four others later.

LONG CHASE BY A SUBMARINE.

In the excitement of the moment, and being intent on hauling the gear, none of the crew of the Endocia saw the other trawler sink, but when the Endocia made off on seeing the submarine giving chase, the other trawler had disappeared. A long chase of twenty miles ensued, but the Endocia's crew worked so well that the enemy never got nearer than three to four miles. The chase brought the trawler in the vicinity of the Bennington, and the Endocia hoisted the danger signal to warn her.

Another trawler, belonging to Aberdeen, whose number and name were not known, was also warned, but before she could get away, the submarine was upon her, and sank her with a shell which appeared to strike the boat on the water-line. This occurred about twenty miles east of Aberdeen. The submarine then resumed the chase of the Bennington until the Aries came in sight, and then she made for the latter vessel, which was a faster type of trawler than the Bennington. The enemy chased the Aries until the trawler sighted a patrol boat and signalled her "danger." Directly the submarine saw the patrol boat she submerged, and the Aries, like the Endocia and Bennington,

made the port without mishap. The crews of the trawlers are certain that the other two fishing boats were sunk. The small boat of one of them was ready to be launched, but the vessel went down so quickly that the crew had not time to escape.

The statement that trawlers were sunk was confirmed by the arrival at Aberdeen of the crew of the Hull trawler Mercury, on board the Japonica, the arrival at Stonehaven of the crew of the Aberdeen trawler Mataban, and the arrival at North Shields of the trawler Prince with the crew of the sunken trawler Sunray, of Shields. The crew of the Mercury stated that when fourteen miles east of North Aberdeen, a big German submarine appeared, and, without warning, struck the Mercury twice by gun-fire. The crew in a small boat left the trawler, and after four other shots had been fired, the Mercury sank. The submarine then made off to the north in the track of the fishing vessels. The rescued crew were in sight of land all the time.

GOT FIVE MINUTES TO CLEAR OUT.

The crew of the Mataban stated that their vessel was sunk twenty-two miles off Aberdeen. They got five minutes to clear out, and two shots afterwards sunk the trawler. The crew state that they warned another trawler of the submarine, but that they saw a third, belonging to Hull or Grimsby, sunk by the Germans. The crew of the Sunray stated that they were given time to escape in their small boat, and later were picked up by the Prince.

The Granton trawler Cruiser was bombarded with ten shells fifty miles southeast of Aberdeen, whither she was returning with a cargo of fish. The captain and one of the men were killed aboard and two others died in the boat. Four were wounded, and only one was uninjured. The survivors spent two

nights in the open boat, and suffered terrible hardships. They were picked up by a steamer and landed at Aberdeen. Before sinking the Aberdeen trawler *Scottish Queen* the submarine commander gave the crew fifteen minutes' grace.

The attack on the Cruiser was one of the most dastardly in the whole record of the war on fishing vessels. Mr. Alexander Robbie, chief engineer, said the Cruiser was trawling about fifty miles off the coast on Sunday. About half-past twelve o'clock, just as they had finished dinner, a vessel, which they took to be a destroyer, was observed bearing down on them at full speed. It was belching thick smoke and had dummy funnels rigged, as well as being painted to resemble a British destroyer. When it had drawn within a hundred yards from the trawler, the vessel revealed itself to be a big submarine of the latest class.

GERMANS LAUGHED AT THE FLIGHT.

William Arthur Harwood, mate of the trawler, who was wounded in the leg, said: "Not one minute's grace was allowed. The Germans immediately began firing shrapnel, and the skipper, who was in the wheelhouse, was struck by the second shot. I rushed into the wheelhouse and found him on his knees. He managed to struggle out to the deck, where he received a fatal shot in the face. The cook was killed outright by the third or fourth shot, while helping to get out the boat, and all the rest of us, except the engineer, were wounded by splinters of the same shell. We managed at last to get the boat into the water, and scrambled in. We saw the Germans laughing at our plight. They sank the Cruiser, and then steamed towards another trawler. Two of the party died within an hour."

Most of the trawlers in English waters were used purely as fishing boats—the same types as those which labored so effec-

tively in recovering living and dead victims of the *Lusitania* disaster; and the determined German onslaught upon these defenseless little craft was nothing short of barbarity.

The merciless cruelty which characterized the German submarine campaign extended throughout the waters of all war zones. The British legation at Athens went so far as to offer \$10,000 reward for the destruction of German submarines in the Mediterranean.

"Destroy every vessel at any cost," obviously was Germany's order to her naval commanders; and the order was carried out literally, without regard for violation of the laws of civilized warfare, or the endangering and sacrifice of innocent lives.

MANY OF THE CREW HALF NAKED.

Two Liverpool vessels, in addition to the *Lusitania*, were sunk off the Irish coast, probably by the same submarine. They were the *Candidate* and the *Centurion*, both cargo steamers belonging to the Harrison Line, and both of 5,800 gross tonnage. Happily the crews were saved.

The crew of the *Candidate* were landed at Milford Haven, many of them half naked. Their story was that the *Candidate* was 45 miles southwest of Connibeg lightship, when a large submarine rose on the starboard quarter about fifty yards distant.

Without warning of any kind she commenced shelling the *Candidate*, which was going about nine knots. The vessel was kept going and the submarine followed, shelling all the time. She smashed two boats, blew away the funnel and bridge, and one shell passed through the cabin. The boats were ordered away and the Germans deliberately shelled the men while launching them and whenever the men got into a group. They

escaped death only by the faulty aim of the German gunners. Thirty or more shells were directed upon the ship, and finally a torpedo finished her. One hour and twenty minutes elapsed from the time of sighting the submarine to the Candidate going down. The crew of 43 were in the boat six hours before being picked up by the drifter Lord Allendale.

On the afternoon of the same day, the steamer Centurion, bound for Durban, with a general cargo, was torpedoed thirty miles off the Tuskar lighthouse. The crew of forty-five hands were picked up by the Fishguard-Rosslare mail-boat and landed at Wexford.

NO CONSIDERATION SHOWN NEUTRAL NATIONS.

The ships of neutral nations received but little more consideration from the Germans than did those of her enemies. Besides destroying the Norwegian steamship *America*, already described, submarines during the same period sank also two other Norwegian steamships—the *Baldwin* and the *Laila*—together with the Swedish steamer *Elida*.

The Norwegian steamer *Baldwin* was sunk by a German submarine in the North Sea. She was bound from Drammen for London, with paper pulp and wood. Between six and seven o'clock the submarine was observed between the Naze of Norway and Longstone. The crew of seventeen hands were allowed time to leave, after which the submarine fired nine shots at the steamer, which eventually sank. The men were picked up by a steamer and landed at Leith.

The Swedish steamer *Sernebo* landed at Leith the crew of the Swedish schooner *Elsa* (121 tons). They reported that while the *Elsa* was bound from Holstadt to Granton, she was attacked by the U-39 about a hundred miles east of May Island.

The crew of five men were compelled to leave the ship, which was then set on fire.

The Swedish steamer *Elida*, of Karlshamm, was torpedoed in the North Sea. She sank in less than three minutes. Sixteen men and two women who were on board only just had time to get into an open boat before the ship went down. After cruising about for two hours the Danish mail steamer *Jens* rescued the crew, who were landed at Lømvig, Denmark.

The spleen of the Germans was vented against the trawlers primarily because the small boats were pressed into service in many instances to drag the seas for hidden mines, which might blow up the British boats or other vessels which braved the forbidden war zone as fixed by Germany.

NOT ALWAYS UNPREPARED.

The intrepid captains and men of the trawlers were therefore not always unprepared for attack, and in a number of instances the small fishing boats took part in lively scrimmages.

One of these thrilling "small affairs" was an encounter between the armed mine-sweeping trawler *Mauri*, of Cardiff, and a German destroyer. The trawler charged the submarine as it drew alongside. The latter was struck exactly amidships by the *Mauri*. The bridge of the destroyer crashed overboard, five officers and men falling into the sea. The destroyer numbered A6 was so badly damaged by the attack that she at once made about, and raced away as fast as her disabled condition would allow. Her would-be victim who had so cleverly turned the tables, was apparently undamaged.

Of the five men thrown into the sea, one, a sailor, was picked up by the *Mauri*; another, an officer, was rescued by a boat from the Norwegian steamer *Varild*, which was in the vicinity. The other three perished. This duel was one feature of a thrill-

ling war spectacle. The crew of the Varild saw at first three British trawlers engaged in mine-sweeping. Then two German destroyers came in view and went after the trawlers. Two of these were of excellent speed, and the destroyer which chased them did not even get within range. The other destroyer, meanwhile, devoted its attention to the Mauri.

The duel lasted 20 minutes, during which there was a constant exchange of shots between the destroyer and the mine-sweeper. It was a running fight, the destroyer giving chase to the mine-sweeper when it saw it in company with two others. It commenced firing. There was an immediate reply from the gun on the deck of the trawler. The latter was gradually overhauled, and it looked as if she was doomed, in view of the two opponents. Then it was that the captain of the trawler played his trump. As the German warship drew level, and was preparing to fire a torpedo, the trawler's helm was put hard over.

The first two sweepers were still being pursued, when there appeared on the horizon five British destroyers. Thereupon the German destroyer broke off the chase of the trawlers, went about, and headed away at full speed, in the wake of his crippled sister.

CHAPTER XXIV.

GERMANY'S EVASIVE ANSWER.

ATTEMPTED TO JUSTIFY COWARDLY SUBMARINE POLICY—EXPRESSED SORROW FOR AMERICAN LOSSES AND SAID GULF-FLIGHT ATTACK WAS MISTAKE—BEGGED IMPORTANT QUESTION—MEANTIME PROCEEDED TO DESTROY ANOTHER AMERICAN VESSEL.

ENTIRELY ignoring the broad humanitarian plea made by President Wilson in his message of protest against the German policy, which resulted in attacks on the American steamships *Gulflight* and *Cushing*, and the torpedoing of the *Lusitania*, Germany, on May 29, sent a reply to the United States, in which it absolutely attempted to justify its naval submarine policy, and plainly sought to mark time, in giving any definite decision as to its intentions in the *Lusitania* matter.

The note sent by Germany was delivered by Herr Von Jagow, the German Foreign Minister, to Ambassador Gerard at Berlin, and created intense interest, because it plainly indicated Germany's intent to delay making any definite answer, by raising "questions of facts" in the *Lusitania* disaster.

The German war heads made the plea that the course adopted was made imperative by the action of England, but expressed regret that America suffered as a result of the policy, and disavowed any intention on the part of Germany to destroy the *Gulflight* and *Cushing*. These attacks were declared to have been unintentional.

Nevertheless, the reply made it plain that Germany has no intention of discontinuing its submarine policy, and attempted to put the responsibility for the loss of Americans on the

Lusitania up to England, for conveying Americans as neutral passengers on a boat, alleged to be carrying ammunition or other contraband goods, intended for the use of the Allies. It was on this point that Germany raised the "question" as to whether or not such contraband goods were not on board the Lusitania, and whether she was not armed, thus hoping to put the burden of proof on England and America.

That there might be no misunderstanding as to her attitude, apparently, Germany preceded her note with another warning to America, cautioning against traversing its war zone outlined in February, 1915.

The warning was issued by the German Foreign Office, on May 28, and was summarized by Secretary Bryan, in Washington, as follows:

INADEQUATE ILLUMINATION.

"The American Ambassador at Berlin has been informed by the German Foreign Office that in view of the fact that during the past few weeks it has repeatedly occurred that neutral ships have been sunk in waters designated as an area of maritime war by the German Admiralty, on February 4, 1915, and especially in one case where it was established that the sinking was traceable to an attack by a German submarine, which took the neutral ship for an English vessel in the darkness on account of the inadequate illumination of its neutral, distinctive markings, it recommended that American shipping traverse the area of maritime war cautiously, and also be urged to make the neutral markings as plain as possible, and especially to have them illuminated promptly and sufficiently at night."

This note of warning followed the startling news that the American steamship *Nebraskan*, of New York, in command of Captain Green, was torpedoed on Tuesday, May 25, off the

coast of Ireland, while bound from Liverpool to New York. The forward part of the ship was destroyed and her machinery was damaged, and she was compelled to return to Liverpool. Only her strong bulkheads saved her from destruction, and Captain Green reported emphatically that the boat was struck by a torpedo, although no submarine was seen and the boat was flying the American flag. In this case it was necessary for the time to give Germany the benefit of the doubt as to whether one of her torpedoes was responsible, since she made no admission as to the attack, and the cause of the explosion may never be determined.

The Nebraskan incident, however, intensified the feeling against Germany, which was made manifest by the dissatisfaction expressed on the subsequent receipt of Germany's answer to President Wilson's letter of protest.

TEXT OF THE GERMAN NOTE.

The text of the German note, which was made public in Washington, on Sunday, May 30, just twenty-three days after the sinking of the *Lusitania*, and fifteen days after the issuing of President Wilson's letter of demand, is as follows:

"The undersigned has the honor to submit to Ambassador Gerard the following answer to the communication of May 15, regarding the injury to American interests through German submarine warfare.

"The Imperial Government has subjected the communication of the American Government to a thorough investigation. It entertains also a keen wish to co-operate in a frank and friendly way in clearing up a possible misunderstanding which may have arisen in the relations between the two Governments through the events mentioned by the American Government.

"Regarding, firstly, the cases of the American steamers

Cushing and Gulflight. The American Embassy has already been informed that the German Government has no intention of submitting neutral ships in the war zone, which are guilty of no hostile acts, to attacks by a submarine or submarines or aviators. On the contrary, the German forces have repeatedly been instructed most specifically to avoid attacks on such ships.

"If neutral ships in recent months have suffered through the German submarine warfare, owing to mistakes in identification, it is a question only of quite isolated and exceptional cases, which can be attributed to the British Government's abuse of flags, together with the suspicious or culpable behavior of the masters of the ships.

GERMAN GOVERNMENT EXPRESS REGRET.

"The German Government, in all cases in which it has been shown by its investigations that a neutral ship, not itself at fault, was damaged by German submarines or aviators, has expressed regret over the unfortunate accident, and, if justified by conditions, has offered indemnification.

"The cases of the Cushing and the Gulflight will be treated on the same principles. An investigation of both cases is in progress, the result of which will presently be communicated to the Embassy. The investigation can, if necessary, be supplemented by an international call on the International Commission of Inquiry, as provided by Article III of The Hague agreement of October 18, 1907.

"When sinking the British steamer Falaba, the commander of the German submarine had the intention of allowing the passengers and crew a full opportunity for a safe escape. Only when the master did not obey the order to heave-to, but fled and summoned help by rocket signals, did the German commander order the crew and passengers by signals and megaphone

to leave the ship within ten minutes. He actually allowed them twenty-three minutes time, and fired the torpedo only when suspicious craft were hastening to the assistance of the *Falaba*.

“Regarding the loss of life by the sinking of the British passenger steamer *Lusitania*, the German Government has already expressed to the neutral governments concerned its keen regret that citizens of their states lost their lives.

“On this occasion the Imperial Government, however, cannot escape the impression that certain important facts having a direct bearing on the sinking of the *Lusitania* may have escaped the attention of the American Government.

CLEAR AND COMPLETE UNDERSTANDING.

“In the interest of a clear and complete understanding, which is the aim of both governments, the Imperial Government considers it first necessary to convince itself that the information accessible to both governments about the facts of the case is complete and in accord.

“The Government of the United States proceeds on the assumption that the *Lusitania* could be regarded as an ordinary unarmed merchantman. The Imperial Government allows itself in this connection to point out that the *Lusitania* was one of the largest and fastest British merchant ships built with Government funds as an auxiliary cruiser and carried expressly as such in the ‘navy list’ issued by the British Admiralty.

“It is further known to the Imperial Government, from trustworthy reports from its agents and neutral passengers, that for a considerable time practically all the more valuable British merchantmen have been equipped with cannon and ammunition and other weapons, and manned with persons who have been specially trained serving guns. The *Lusitania*, too,

according to information received here, had cannon aboard, which were mounted and concealed below decks.

“The Imperial Government, further, has the honor to direct the particular attention of the American Government to the fact that the British Admiralty, in a confidential instruction issued in February, 1915, recommended its mercantile shipping not only to seek protection under neutral flags, and distinguishing marks, but, also, while thus disguised, to attack German submarines by ramming. As a special incitation to merchantmen to destroy submarines, the British Government also offered high prizes and has already paid such rewards.

PRIZE LAW REGULATIONS.

“The Imperial Government, in view of these facts indubitably known to it, is unable to regard British merchantmen in the zone of naval operations specified by the Admiralty Staff of the German Navy as ‘undefended.’ German commanders consequently are no longer able to observe the customary regulations of the prize law, which they before always followed.

“Finally, the Imperial Government must point out particularly that the *Lusitania* on its last trip, as on earlier occasions, carried Canadian troops and war material including no less than 5400 cases of ammunition intended for the destruction of the brave German soldiers who are fulfilling their duty with self-sacrifice and devotion in the Fatherland’s service.

“The German Government believes that it was acting in justified self-defense in seeking with all the means of warfare at its disposition to protect the lives of its soldiers by destroying ammunition intended for the enemy.

“The British shipping company must have been aware of the danger to which the passengers aboard the *Lusitania* were

exposed under these conditions. The company in embarking them, notwithstanding this, attempted deliberately to use the lives of American citizens as protection for the ammunition aboard, and acted against the clear provisions of the American law, which expressly prohibits the forwarding of passengers on ships carrying ammunition, and provides a penalty therefor. The company, therefore, is wantonly guilty of the death of so many passengers.

“There can be no doubt, according to the definite report of the submarine’s commander, which is further confirmed by all other information, that the quick sinking of the *Lusitania* is primarily attributable to the explosion of the ammunition shipment, caused by a torpedo. The *Lusitania*’s passengers would otherwise, in all human probability, have been saved.

“The Imperial Government considers the above-mentioned facts important enough to recommend them to the attentive examination of the American Government.

“The Imperial Government, while withholding its final decision on the demands advanced in connection with the sinking of the *Lusitania* until receipt of an answer from the American Government, feels impelled, in conclusion, to recall here and now that it took cognizance with satisfaction of the mediatory proposals submitted by the United States Government to Berlin and London as a basis for a *modus vivendi* for conducting the maritime warfare between Germany and Great Britain.

“The Imperial Government, by its readiness to enter upon a discussion of these proposals, then demonstrated its good intentions in ample fashion. The realization of these proposals was defeated, as is well known, by the declinatory attitude of the British Government.

“The undersigned takes occasion, etc. “JAGOW.”

CHAPTER XXV.

PAYING THE COSTS.

LUSITANIA WITH HER TOLL OF LIVES AN INCIDENT OF WORLD'S
WAR COSTS—MORE MONEY SPENT THAN ACTUALLY EXISTS
—GERMANY'S IRREPARABLE LOSS IN REPUTATION.

THERE can be no return of those brave souls who went to death on the *Lusitania*, nor yet of those who have been slaughtered on land—Germans, Austrians, French, English, Belgians, Russians, Servians, Italians; and we cannot compute the value of their services to the world, or what their loss may mean.

Never has the world been brought to such a realization of the extravagance of war. The loss of the *Lusitania* is but an item to be charged into the great book of civilization's accounts.

What the world's great war is actually costing in dollars and cents is worth touching briefly, as a matter of general information, because you, dear reader, no matter where you are, or to what nation you belong, must help pay the costs; must help bear the burden of expense put upon mankind. Hear then what the authorities have to say on the general subject of war costs:

The widely known economist, Captain Edmond Thery, writing under date of May, 1915, estimated that the total military expenditures for the first year of the war would be 50,000,000,000 francs (\$10,000,000,000) for the Allies and 37,000,000,000 francs (\$7,400,000,000) for Germany, Austria and Turkey. This makes an average of 7,250,000,000 francs (\$1,400,000,000) a month, 242,000,000 francs (\$48,400,000) a day, 10,000,000 francs (\$2,000,000) an hour. He believed that the

economic powers of Great Britain, France and Russia could support the strain much more easily than their opponents.

On about the same date, the Philadelphia Evening Ledger, commenting upon the stupendous sums expended during the war, stated editorially:

“It will take more actual money than there is in the world to pay the bills if the war lasts for four months more. The total world stock of gold money is about \$7,000,000,000; there is about \$2,650,000,000 of silver money, and \$3,560,000,000 of paper money including banknotes. This amounts to a little more than \$13,000,000,000.

SPENDING ONE BILLION DOLLARS A MONTH.

“The warring countries have already borrowed \$9,613,400,000, and the fighting has lasted about nine months. They are spending about a billion dollars a month. In four months the enormous sum of \$13,600,000,000 will be reached. This is more than half as much as all the wars fought in the world from 1793 to 1913 have cost, even when there is included the economic loss due to the decrease in production occasioned by the use of men for fighting instead of for creating wealth.

“As much has been borrowed already as all the wars cost between 1793 and 1860. The total number of men engaged in fighting in the last century amounted to only 18,000,000, or a number little in excess of the number now actively engaged on the continent or soon to be engaged. It is as if all the fighting for a hundred years had been concentrated in nine months and as if about all the money that it had taken to pay for the past wars had been gathered together and thrown into the trenches to be burned by powder and blasted by dynamite and melted by the fierce explosions of bombs.

“The sum is so vast it is incomprehensible. But it is less

than the warring nations have spent in maintaining their armies and navies for the last thirteen years, while they were getting ready for the conflict. Great Britain alone spent half a billion dollars in the fiscal year of 1913-14, and Russia had to use \$440,000,000, and the amount spent by France, Germany and Austria-Hungary brings the total for a single twelvemonth up to \$1,500,000,000.

"Europe was staggering under the burden of preparation. Germany has already borrowed nearly five per cent. of her total wealth, and the whole group of nations have borrowed about four per cent. of the value of all their property of all kinds, included within their boundaries.

BANKRUPTING THE TREASURIES.

"The fearful drain on the resources of the nations cannot continue without bankrupting the treasuries and piling up burdens of debt which will weigh upon the shoulders of the people for generations to come. The economic argument for peace is as strong as the economic argument for temperance."

In Great Britain for instance, Mr. Lloyd George's seventh Budget and his second war Budget, submitted in May, 1915, dealt with figures of such colossal magnitude as a Chancellor of the Exchequer had never before presented to the House of Commons or to any other Parliament. These gigantic sums marked perhaps better than anything else the end of one era and the inauguration of another.

Reduced to its simplest, apart from advances to Dominions and Allies, the war was costing Great Britain \$10,100,000 a day, or \$115 a second. Viewing the figures for longer periods they assume such gigantic proportions that imagination fails to grasp their full import. Thus, if the war lasted a twelvemonth, the cost would be \$3,650,100,000.

Notwithstanding this stupendous financial burden, Mr. Lloyd George imposed no new taxation; but he stated that if the war was prolonged, he would have to come forward with proposals, and hinted that the changes would affect the income tax.

Where all this money goes is indicated by Mr. Lloyd George's report, which says: "Our imports have increased. We are not merely paying for the purchase of war munitions. Four millions of our men have been taken from industry. Two millions or more are engaged in the army, either at the front, or in training to go there, and you have another consideration—the millions who are engaged in doing nothing* but turning out munitions of war. We have not merely to buy munitions of war, but materials for munitions of war, abroad, and also food. We have got to buy things which in the ordinary course, we would have bought at home.

NO PURCHASES FROM ABROAD.

"Our imports have increased enormously. Our exports have gone down very considerably. It is inevitable. How is it affecting Germany? In Germany practically both imports and exports have been cut off by the Navy. She has got to depend entirely upon what she can produce at home and upon accumulated reserves of material—copper, iron, and everything. From the point of view of a War Minister, Britain is better off; from the point of view of a Finance Minister, our difficulties are greater for the time being. In a protracted war a British War Minister has a great and increasing advantage over his German rival, but has not the same difficulty in financing purchases from abroad. Because there are no purchases from abroad."

A significant factor affecting the attitude of Germany toward the United States at the time of and subsequent to the sinking of the *Lusitania*, and one which deals directly with the

question of finances, was the presence of German merchant vessels, valued at something like \$100,000,000 in American ports.

These ships included the flower of Germany's transatlantic liners, the floating hotels that a year before were carrying the cream of European traffic. A dozen of them were first-class passenger liners, and all except a few of those of Austrian register were in comparatively good condition.

The finest of these vessels, at the time this book went to press, were in the port of New York and at Boston.

LARGEST VESSEL IN THE WORLD.

The Vaterland, of the Hamburg-American Line, the largest vessel in the world, lay at the Hamburg-American docks in Hoboken, having made only two and a half trips across the Atlantic. She was on her second visit to this country, when the war interrupted her career. This giant of the seas headed the list of marine war prizes to which Uncle Sam could fall heir. She is 950 feet long, registers 50,000 tons, and is valued by her owners at \$12,000,000.

According to one of the crew, the Vaterland burned 50 tons of coal a day during the time of her being interned, and was in fine condition, notwithstanding her long period of idleness. It has been estimated the Vaterland could carry 10,000 troops.

Besides the Vaterland, there was at Boston the Kronprinzessin Cecilie, queen of the North German Lloyd fleet. Her chief asset is speed. Just before the outbreak of war she established a new transatlantic record for German ships. She is capable of doing 24 knots. According to a North German Lloyd official, the Cecilie could have been put in service almost immediately. Her owners value the ship at more than \$5,000,000.

The Kaiser Wilhelm II, at the Lloyd docks in Hoboken, is a sister ship to the Kronprinzessin and one of the famous Ger-

man express steamers. While not quite as fast as the *Cecilie*, the *Kaiser* was averaging better than 22 knots for the transatlantic voyage just before she was laid up. It was rumored for several months that she was preparing to clear port and become a sea raider.

The Hamburg-American Line had thirteen vessels tied up, one being in Boston and twelve in New York. Next to the *Vaterland*, the *Amerika*, lying at Boston, was the most valuable, the rest of the fleet being first and second-class passenger carriers and freighters. Among the freighters were some of the greatest cargo carriers in the world.

GERMAN LINERS IN AMERICAN PORTS.

The North German Lloyd had six liners in American ports all but one of them having been used as first-class passenger ships. At Hoboken piers with the *Kaiser Wilhelm II* were the following Lloyd ships: *Friedrich der Grosse*, *Konig Wilhelm II*, the *Prinzess Irene* and the *Grosser Kurfurst*.

The total number of interned vessels in the port of New York included four Austrian and twenty-six German steamers and one German motor ship, one German ship and one German bark.

But even if Germany save these vessels, what?

In reflecting on the terrible loss sustained through the destruction of the *Lusitania*, one big fact stands out, and that is—that of all those 1150 souls who perished, not one was a German, according to the record of nationalities kept by the Cunard Line of its passengers. The greatest body of those on board the ill-fated ship were Americans and British—of the 1917 passengers and crew 1092 were of these two nationalities—and with them were Greeks, Swedes, Mexicans, Belgians, Hol-

landers, French, Italian, Russian, Persians, Scandanavians, Scotch and Irish.

And yet the greatest loss suffered by any nation in the Lusitania disaster is that which was sustained by Germany. It is true that nothing can bring back the dead of other nations lost on the great boat, nor can England quickly recover from the destruction of a vessel, which with its cargo is estimated to have been worth more than \$10,000,000. But Germany's loss cannot be reckoned in dollars and cents, nor yet in the cost of human lives, since the records do not indicate that a single German was on board.

A DEPLORABLE AND PITIABLE LOSS.

Yet, to quote an English writer, there was a German loss on the Lusitania—a very great loss—a tremendous loss—a most deplorable and pitiable loss—a loss really greater, more vital, harder to recover and repair than any other nation or race suffered in that appalling catastrophe.

The thoughtful mind—the foresighted imagination—perceived what this truly appalling German loss is and will be—how it will extend and grow through the years and over the earth—how hard it will be to wipe away the effects of it, and persuade humanity to forget it—the mind with vision and the prescient soul perceived this German loss when its eyes beheld spread before them the report of the commission headed by James Bryce that has inquired into “the outrages alleged to have been committed by German troops during the war” in Belgium and northern France.

And what a horrible record it all is, of unarmed men slaughtered, of women most brutally violated, of even little children tortured and murdered, and that not merely in the heat and rage of battle, nor by isolated criminals, but apparently in

pursuit of deliberately given orders, as a matter of "state policy," by governmental decree!

Yet would the human mind recoil from this tissue of horrors—yet would the normal American mind refuse to believe a tithe of them real and true—were it not for one deed done on May 7, by Germans and by order of the German government.

The Lusitania!

The Lusitania, fight against it as you may, makes credible what would have been largely incredible—forces a belief in these tales of horror from the stricken fields of Flanders which nothing else could have compelled. Millions now believe, from end to end of the earth, what they never would have believed against Germans and their government—because of the Lusitania.

Of all the losses on the Lusitania—of all the destruction it has brought to hearts and hearths—the greatest, the most irreparable, the longest to endure, and the hardest to live down and persuade mankind to forget—is the loss suffered by the German name, the German character, the German people.

How much or little they may have deserved it, no people ever needed pity and compassion as do the German people, because of this act. The greatness of that need is the greatness of the German loss on the Lusitania.

THE LESSONS OF THE WAR.

EVERY reader of history and every person who had followed the destinies of the men at arms in the arena abroad, must be impressed with the force of that picturesque and historic utterance of our own great Sherman: "War is Hell!"

England, France, Germany, Austria, Belgium, Russia, Turkey, Servia, Japan, sacrificing the flower of manhood in a sea of conflict; innocent men, women and children ruthlessly destroyed; their houses leveled and their fields laid waste; factories demolished and houses of worship desecrated; bypaths strewn with dead and dying, thoroughfares steeped in blood; treasures and works of art destroyed by acts of vandalism, and ships blown up by mines or torpedoes. Such is the picture which visualizes the words of the immortal Sherman.

And the methods by which devastation has been wrought. The Indians have gone down in history as savages because they used the poisoned arrow and the fire brand; scalped innocent women and children and carried off maidens as trophies of war. And yet, that seething arena in which the men of Nations have been struggling at each others throats has been the scene of acts which are no whit less barbarous than those of our own aborigines.

What difference whether the red man touched the seething pine torch to the log cabin of our forefather, and drove him and his family into the wilderness; or whether the German soldier poured oil upon the wood work and furniture of a peaceful Belgian home, and set the humble dwelling ablaze with gas, electric or chemical torch. What greater crime did the Indian commit in scalping the aged man or woman or the innocent

maiden, than did the Germans who shot down innocent men—and sometimes women—because a stray bullet alleged to have been fired from some modest cottage found a place in the breast of a gray uniformed warrior.

It is possible in the light of such things to reconcile the placing of the Indian without the pale of civilization, and the holding of the Germans within the bounds of decency. Such is the situation which lovers of peace have been forced to contemplate.

For years men of peace have been advocating the settlement of all differences between nations by arbitration; by such adjustments as would work no hardship on innocent individuals; by such agreements as would enable nations and men to maintain their dignity and positions without sacrifice of honor, and without causing wanton destruction and waste and thus bringing hardship and woe upon those who were unable to prevent it.

THE GOLDEN RULE.

The Golden Rule of men was to be applied to nations, and the world was hailing with delight the approach of an era when the great guns would be silenced; the huge battleships turned into peace convoys, and the threatening airships assigned to duty as peaceful carriers of passengers.

And Germany and the German Emperor were parties to an agreement which before all mankind was heralded as the forerunner of universal peace. The agreement made at the Hague when the representatives of all nations gathered to discuss and take steps to prevent wanton shedding of blood, has been shattered by shot and shell, and fire and explosive; cut into shreds by sword and bayonet; discolored by poisonous fumes; drenched with oil, and blown to atoms by bombs and torpedoes.

The labor of years has gone for nought, and the same sav-

age instincts which inspired the warriors of the barbaric age have manifested themselves in the hearts of the Germans. Here and there, perhaps, the soldiers of other nations may have committed acts which are not countenanced in modern warfare, but the burden of proof that they are not violating every rule of civilization rests upon the Germans.

History, if it be history, can be but a recital of facts. Not one word may be injected which is not born of the truth, and in this presentation no reference has been made to the outrages which have been charged against the German soldiers in their attacks upon women—the allegations that although they did not always destroy like the Herod of old, but satisfied themselves by cutting off the right hands of innocent boys that they might grow into men and raise a strong arm against the German Empire.

DISREGARD OF PRINCIPLE.

The cry of civilized nations has been raised, not against the Germans as a people, but against those policies which have permitted the disregard of principle; and America, in its policy as outlined by President Wilson—the avowed advocate of peace—"asks nothing for itself, except what it has to ask for humanity itself."

For this attitude in a trying situation, the President received the praise of leaders and men in all walks of life, for unquestionably America does not want war, and the one great hope which rests in the hearts of men, is that the cruel struggle which will probably go down in history as the greatest war of all time, will ultimately teach the utter futility of it all.

Even now, the horror of it all is impressed upon the minds of thinking men and women the world over, and the record of events will leave an impress on the minds of future generations

which can never be effaced. The wickedness, the awfulness, the terror and the brutality which the war has pictured for humanity, have been brought home to the individual by the far-reaching effects of the struggle. Nations will carry burdens of debt for centuries to come, and though every man and every woman now living has passed away, there is no escaping the burdens which the war has brought and will bring. The innocents of the future must pay for the savagery of the past, just as the Bible says that the "sins of the father shall be visited unto the third and fourth generations," for Nations are but collections of individuals, and that which applies to the individuals must apply to the individuals collectively.

THE SECOND NOTE TO GERMANY.

PRESIDENT WILSON'S second note asking assurances that Germany adopt measures for observing the principles of International law in safeguarding American lives and American ships was given out for publication on June 10. Qualifying as spokesman for the American people, the President sent to Germany a paper that in every sentence teemed with the lofty spirit of service to humanity and self-respecting firmness which the nation had demanded and should characterize the next communication to the Government guilty of violating the rights of our citizens and sacrificing their lives.

The President repeated in condensed and felicitous phrase the position taken in the first note. He shows that the German Government was "misinformed" as to the armed nature of the *Lusitania*. The point as to a cargo of contraband he declares to be irrelevant. The text of the note follows:

Department of State, Washington, June 9, 1915.

American Ambassador, Berlin:

You are instructed to deliver textually the following note to the Minister of Foreign Affairs:

In compliance with Your Excellency's request, I did not fail to transmit to my government immediately upon their receipt your note of May 28, in reply to my note of May 15, and your supplementary note of June 1, setting forth the conclusions so far reached by the Imperial German Government concerning the attacks on the American steamers *Cushing* and *Gulflight*. I am now instructed by my government to communicate the following in reply:

The Government of the United States notes with gratification the full recognition by the Imperial German Government, in discussing the cases of the *Cushing* and the *Gulflight*, of the principle of freedom of all parts of the open sea to neutral ships and the frank willingness of the Imperial German Government to acknowledge and meet its liability where the fact of attack upon neutral ships "which have not been guilty of any hostile act" by German aircraft or vessels of war is satisfactorily established; and the Government of the United States will in due course lay before the Imperial German Government at its request full information concerning the attack on the steamer *Cushing*.

With regard to the sinking of the steamer *Falaba*, by which an American citizen lost his life, the Government of the United States is surprised to find

the Imperial German Government contending that an effort on the part of a merchantman to escape capture and secure assistance alters the obligation of the officer seeking to make the capture in respect of the safety of the lives of those on board the merchantman, although the vessel has ceased her attempt to escape when torpedoed.

These are not new circumstances. They have been in the minds of statesmen and of international jurists throughout the development of naval warfare, and the Government of the United States does not understand that they have ever been held to alter the principles of humanity upon which it has insisted.

Nothing but actual forcible resistance or continued efforts to escape by flight when ordered to stop for the purpose of visit on the part of the merchantman has ever been held to forfeit the lives of her passengers or crew.

The Government of the United States, however, does not understand that the Imperial German Government is seeking in this case to relieve itself of liability, but only intends to set forth the circumstances which led the commander of the submarine to allow himself to be hurried into the course which he took.

Your Excellency's note, in discussing the loss of American lives resulting from the sinking of the steamship *Lusitania*, adverts at some length to certain information which the Imperial German Government has received with regard to the character and outfit of that vessel, and Your Excellency expresses the fear that this information may not have been brought to the attention of the Government of the United States. It is stated in the note that the *Lusitania* was undoubtedly equipped with masked guns, supplied with trained gunners and special ammunition, transporting troops from Canada, carrying a cargo not permitted under the laws of the United States to a vessel also carrying passengers and serving, in virtual effect, as an auxiliary to the naval forces of Great Britain.

Fortunately these are matters concerning which the Government of the United States is in a position to give the Imperial German Government official information.

Of the facts alleged in Your Excellency's note, if true, the Government of the United States would have been bound to take official cognizance in performing its recognized duty as a neutral power and in enforcing its national laws. It was its duty to see to it that the *Lusitania* was not armed for offensive action, that she did not carry a cargo prohibited by the statutes of the United States, and that if in fact she was a naval vessel of Great Britain, she should not receive clearance as a merchantman; and it performed that duty and enforced its statutes with scrupulous vigilance through its regularly constituted officials. It is able, therefore, to assure the Imperial German Government that it has been misinformed. If the Imperial German Government should deem itself to be in possession of convincing evidence that the officials of the Government of the United States did not perform these duties with thorough-

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ness, the Government of the United States sincerely hopes that it will submit that evidence for consideration.

Whatever may be the contentions of the Imperial German Government regarding the carriage of contraband of war on board the *Lusitania* or regarding the explosion of that material by the torpedo, it need only be said that in the view of this government these contentions are irrelevant to the question of the legality of the methods used by the German naval authorities in sinking the vessel.

But the sinking of passenger ships involves principles of humanity which throw into the background any special circumstances of detail that may be thought to affect the cases, principles which lift it, as the Imperial German Government will no doubt be quick to recognize and acknowledge, out of the class of ordinary subjects of diplomatic discussion or of international controversy.

Whatever be the other facts regarding the *Lusitania*, the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers, and carrying more than a thousand souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women and children were sent to their death in circumstances unparalleled in modern warfare.

The fact that more than one hundred American citizens were among those who perished made it the duty of the Government of the United States to speak of these things, and once more, with solemn emphasis, to call the attention of the Imperial German Government to the grave responsibility which the Government of the United States conceives that it has incurred in this tragic occurrence, and to the indisputable principle upon which that responsibility rests.

The Government of the United States is contending for something much greater than mere rights of property or privileges of commerce.

It is contending for nothing less high and sacred than the rights of humanity, which every government honors itself in respecting and which no government is justified in resigning on behalf of those under its care and authority.

Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy. This principle the Government of the United States understands the explicit instructions issued on August 3, 1914, by the Imperial German Admiralty to its commanders at sea to have recognized and embodied, as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend.

It is upon this principle of humanity, as well as upon the law founded upon this principle, that the United States must stand.

The Government of the United States is happy to observe that Your Excel-

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lency's note closes with the intimation that the Imperial German Government is willing, now as before, to accept the good offices of the United States in an attempt to come to an understanding with the Government of Great Britain by which the character and conditions of the war upon the sea may be changed. The Government of the United States would consider it a privilege thus to serve its friends and the world. It stands ready at any time to convey to either government any intimation or suggestion the other may be willing to have it convey and cordially invites the Imperial German Government to make use of its services in this way at its convenience. The whole world is concerned in anything that may bring about even a partial accommodation of interests or in any way mitigate the terrors of the present distressing conflict.

In the meantime, whatever arrangement may happily be made between the parties to the war, and whatever may in the opinion of the Imperial German Government have been the provocation or the circumstantial justification for the past acts of its commanders at sea, the Government of the United States confidently looks to see the justice and humanity of the Government of Germany vindicated in all cases where Americans have been wronged or their rights as neutrals invaded.

The Government of the United States, therefore, very earnestly and very solemnly renews the representations of its note, transmitted to the Imperial German Government on the 15th of May, and relies in these representations upon the principles of humanity, the universally recognized understandings of international law and the ancient friendship of the German nation.

The Government of the United States cannot admit that the proclamation of a war zone from which neutral ships have been warned to keep away may be made to operate as in any degree an abbreviation of the rights either of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It does not understand the Imperial German Government to question those rights. It understands it, also, to accept as established beyond question the principle that the lives of non-combatants cannot lawfully or rightfully be put in jeopardy by the capture or destruction of an unresisting merchantman, and to recognize the obligation to take sufficient precaution to ascertain whether a suspected merchantman is in fact of belligerent nationality or is in fact carrying contraband of war under a neutral flag.

The Government of the United States, therefore, deems it reasonable to expect that the Imperial German Government will adopt the measures necessary to put these principles into practice in respect of the safeguarding of American lives and American ships, and asks for assurances that this will be done.

ROBERT LANSING, Secretary of State, ad interim.

*The 32 pages of illustrations in this book are not included in the paging. Adding these 32 pages to the 324 pages of text makes a total of 356 pages.

